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SCOOP 208 GTi IS BACK!

EXCLUSIVE IMAGES

Return of Peugeot's hot-hatch hero

NEW SKODA ENYAQ

OFFICIAL Big-selling SUV gets dramatic new look for 2025

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TESTED FAMILY PLUG-INS

VW Tiguan battles BYD Seal U for PHEV crown

OFFICIAL HONDA SUV

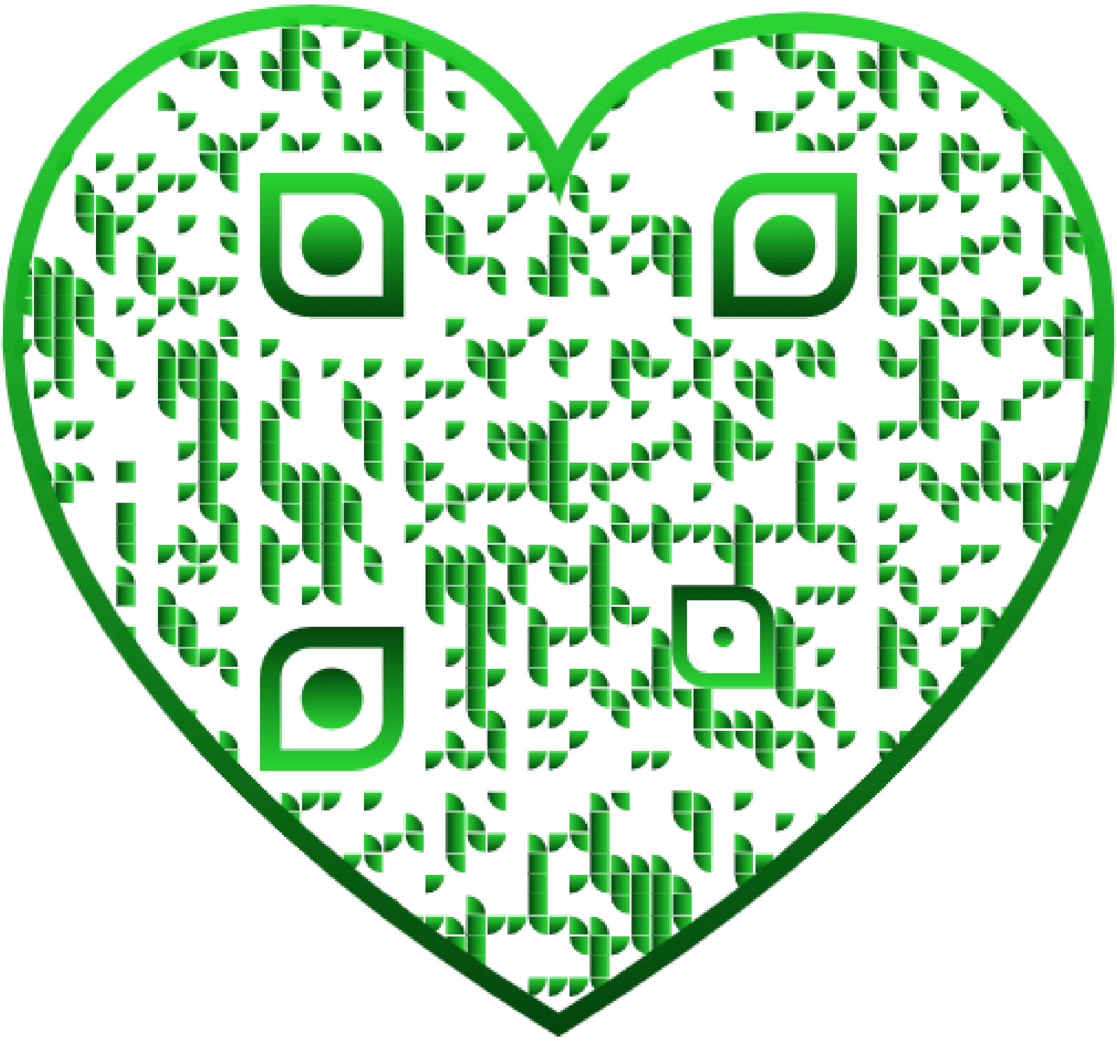
First look at firm's bold new 0 Series

PLUS Latest on Nissan merger plans

DRIVEN NEW KIA EV3

Is bargain SUV now the one to beat?

DRIVEN AUDI A5 AVANT ● **DRIVEN** CORVETTE Z06 ● **REVEALED** NEW FACE OF BMW iDRIVE



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Strategic partnerships managers:
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AUTO EXPRESS ROAD TESTS
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THIS WEEK

PLUG-IN hybrid technology has always been something of an outlier. It's not a powertrain anyone gets passionately worked up about – but everything about PHEVs seems to pull in opposite directions.

The tech is seen by some as a great bridge to going full electric, getting used to charging and understanding how frequently you do longer trips, but with a petrol engine removing any of the anxiety some attach to public top-ups.

But for others it's the answer to a question no-one asked. If the majority of your journeys are short enough to run largely on a battery, then a full EV is perfectly usable. And if you're doing a lot of long journeys, then lugging the heavy batteries around may result in worse economy than you could get with a modern petrol engine. What is sure is that PHEVs only make real sense if you can charge at home, or cheaply at work.

> **"WHEN I'VE RUN PHEVS, IN SOME MONTHS I COULD GET MORE THAN 150MPG. IN OTHERS IT WOULD BE BELOW 40MPG IF I REGULARLY WENT BEYOND THE BATTERY'S RANGE"**

The news that new PHEVs launched this year will face stricter tests that will significantly bump up their emissions ratings (see page 17) is interesting, in part because it doesn't really solve anything. There have been lots of complaints about 200mpg-plus official figures on plug-ins, but ever since the first PHEVs arrived, there's not been a type of car where its economy is so affected by usage.

Depending how you drive a petrol car, there may be a variance of 10mpg. Likewise, 0.5 miles per kWh on an EV. But with the best plug-ins now doing well over 60 miles on a charge, it's easy to see drivers fuelling every two months despite covering large distances. When I've run PHEVs, in some months I've achieved more than 150mpg, and in others the figure has fallen below 40mpg if I regularly went beyond the battery's range and ignited the petrol engine.

These new tests, in which PHEVs complete a 1,367-mile cycle rather than the previous 497-mile assessment, mean the battery will contribute a lesser amount, naturally cutting the efficiency and increasing emissions. This may be more realistic for some, but it will also create short-term uncertainty, bump up VED bills and dissuade company car drivers in particular from moving to this halfway-house tech on the road to a full EV – while still not revealing what an individual driver can expect to achieve, because everyone uses their car in a different way.

PAUL BARKER

Paul.Barker@autoexpress.co.uk

EDITOR'S VIEW

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AUTO EXPRESS

FIRST FOR NEWS

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PEUGEOT 208 GTI
New hot hatch on the cards

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Brand shows electric prototypes

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NIO FIREFLY
Chinese EV aims for electric MINI

> **"THE NEW FRONT END AIDS AERODYNAMICS. INDEED, THE COUPE VERSION IS NOW THE SLIPPERIEST SKODA YET"**

OFFICIAL NE

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

REVEALED Skoda's Enyaq electric SUV has long been one of our favourite EVs, and now the brand has updated the car in a bid to keep it at the head of the pack

SKODA has comprehensively updated its electric Enyaq, introducing new styling, enhanced tech features inside and out, and improved aerodynamics.

The changes apply to both the SUV and Coupé bodystyles, incorporating the Czech firm's next-generation design elements that were first seen on the new Elroq. Available to order soon, the Enyaq will be launched in three core trim levels – SE L, Edition and SportLine – with the hot vRS models following shortly after.

The most obvious change is the new nose, which has been completely redesigned around the brand's Tech-Deck styling feature. This was introduced on the Elroq, and incorporates a narrow black upper section that houses the car's daytime running lights and indicators on each side, along with illuminated strakes between them on higher-specification models. The Tech-Deck also incorporates the Enyaq's front-mounted radar, and the camera system when fitted.

The other headlight elements are mounted lower down on the main bumper, creating a split-headlight effect that's becoming increasingly popular across many new cars. All Enyaqs feature full LED lighting up front, but higher-grade models will pack more sophisticated matrix units, with specific lighting animations on locking and unlocking. These new

SPACE The new Enyaq's boot area is actually 9mm longer than the old car's but overall capacity is unchanged for both the SUV and the Coupé variants

STYLING
New front end takes cues from the smaller Skoda Elroq, and not only makes the Enyaq look more modern, but also more efficient

W SKODA ENYAQ

elements, plus a more streamlined lower bumper, help keep the model looking fresh, and replace the previous model's more traditional faux-grille. This also has a beneficial effect on the aerodynamics, with subtle improvements to the drag coefficient of both the SUV and Coupé, making the latter the slipperiest Skoda to date.

As mentioned, Skoda will launch the new Enyaq with three styling options: the standard look of SE L and Edition models, and more racy SportLine. Even sportier vRS variants will follow along in due course.

Standard SUV versions feature a light grey lower bumper and door trim combination that matches the fresh front end and gives the car a more upmarket look. These models are available with new wheels ranging from 19 to 21 inches in diameter.

Standard Coupé models, meanwhile, get more body-coloured

trim, and all models have replaced the traditional Skoda roundel with a new scripture badge at both the front and rear. Changes at the back end are limited to subtly refreshed lights that now feature a dashed illumination signature, as seen on other new Skoda models.

All SportLine models, whether SUV or Coupé, are fully body coloured, and feature their own 20-inch wheel designs; a new set of diamond-cut 21-inch rims is also on the options list. Beyond this, SportLine models also remove all chrome detailing, and include black badging, mirror caps and design elements on the front bumper, plus roof rails on the SUV.

Final UK specifications have still to be finalised, but buyers will need to opt for the SportLine models to access some of the more high-end features, such as a head-up display, surround-view camera and a passive sports suspension set-up. In overseas markets, there will be four option packs, as well as a few options, including a panoramic roof. These will likely carry across to UK models, too.

Skoda will launch the new Enyaq with three powertrain options, as found in the outgoing car. Entry-level SUV models will be badged '60', featuring a powertrain that combines a 201bhp rear-mounted electric motor with a 58kWh (net) battery pack. This model will accelerate from 0-62mph in 8.1 seconds, can cover a maximum of 268 miles on a charge and takes around 24 minutes to top up from 10 to 80 per cent at rates of up to 165kW.

Above this sits an '80' model, in both SUV and Coupé forms, which ups the battery size to 77kWh and employs a far more powerful 282bhp electric motor, cutting the 0-62mph time to 6.7 seconds. Range is also boosted to 359 miles (365 miles for the more aerodynamic Coupé), but it takes slightly longer to do a 10-80 per cent top-up at 28 minutes.

However, given that the Enyaq is based on the Volkswagen Group's MEB platform, some buyers may be a little disappointed that the new-generation 79kWh battery (that has already been seen in the VW ID.3 GTX and Cupra Born VZ), which brings improved efficiency and faster charging speeds, has not been used here. However, there's every chance this new unit could be used in other forthcoming edition, such as the high-performance vRS.

There's also an '80x' variant that shares the old 77kWh battery pack, but adds in a second electric motor mounted on the front axle to create an all-wheel-drive powertrain. The output is still capped at 282bhp, but a more powerful dual-motor vRS will be offered in due course.

Upgrades to the chassis tech are limited to a progressive steering ratio on some models, while adaptive dampers are optional.

Meanwhile, Skoda has fitted more standard equipment to all Enyaqs, with a powered tailgate, predictive radar cruise control, three-zone air-conditioning and four high-powered USB-C power outlets now included. There's also a new steering wheel, with buyers getting the choice of a two-spoke or three-spoke style.

> **"THE CAR CAN NOW MANOEUVRE OUT OF TIGHT SPACES, AND IT CAN ALSO DRIVE ITSELF UP TO 50M ALONG A 'LEARNED' ROUTE"**

The standard 13-inch touchscreen and compact five-inch driver's display remain, but although the hardware hasn't been updated, the software powering it has, with new functions added to a shortcut menu accessible from the main display; this includes the ability to switch off the active speed-alert warning system.

There's also a new Heaters function that will switch all heated systems on to full-blast with one touch, to help quickly defrost the interior in cold weather.

The car's active parking-assist tech has been upgraded, too, with two new functions operated through the Skoda smartphone app. The first is a remote-parking function that allows the car to manoeuvre itself out of a space, eliminating the risk of drivers bashing doors with adjacent vehicles when trying to get into the cabin.

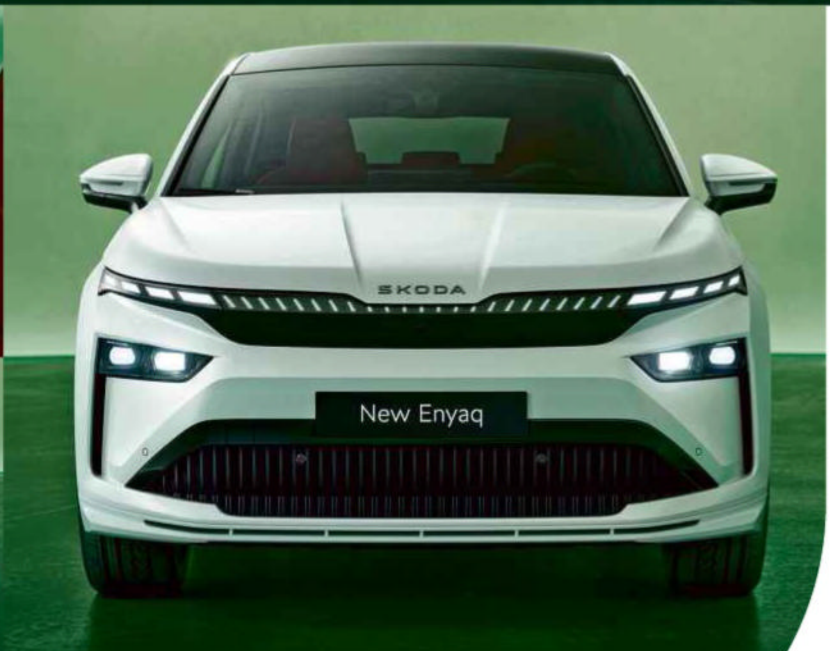
In addition, there is also technology that allows the Enyaq to drive itself autonomously for up to 50 metres along a 'learned' route, which is likely to be useful if you have a challenging entry to a garage or tricky access to an at-home charge point.

Elsewhere, there's a whole range of updated interior colour and trim combinations, with choices including

EQUIPMENT
All Enyaqs are well equipped, with a powered tailgate, three-zone air-con and radar cruise control

New Enyaq
ŠKODA
New Enyaq

> **"ENYAQ IS BASED ON THE MEB PLATFORM, SO BUYERS MAY BE DISAPPOINTED THAT NEW 79KWH BATTERY PACK, THAT WOULD BRING FASTER CHARGING, IS NOT USED"**



UPDATES
Visual changes inside are minor, and are largely limited to new steering-wheel designs. However, 'Tech-Deck' front end is a significant departure from the old car

black fabric, soft-touch microsuede and full leather finishes. These options are sure to grow further with the return of the vRS trim, too.

Space inside is unchanged, and boot capacity remains at 585 litres for the SUV and 570 litres for the Coupé. Fold the seats down, and this grows to 1,740 litres and 1,610 litres.

UK pricing is yet to be finalised, but you can expect the new car to mirror the current generation, which costs from £36,970 for the entry-level SUV model with the 58kWh battery. The 77kWh model costs around £4,000 more, and the dual-motor powertrain will be a further £4,000 or so beyond that. The Coupé will also likely retain its £2,000 price premium.

However, with the smaller Elroq now sitting below the Enyaq at a more affordable price point, Skoda will be hoping it doesn't tempt too many buyers away from its bigger brother.

SCOOP Hot Peugeot 2

Stellantis's UK boss Eurig Druce says Peugeot may go back to hot-hatch roots with sporty 208

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

THE recent demise of the Peugeot 508 PSE has left the French firm without a performance-focused model in its line-up. But there is growing hope that the brand could return to its hot-hatch roots with a faster version of the next Peugeot 208 – and our exclusive images preview how it could look.

Auto Express revealed last year that there will be a hot GSe-badged version of the next Vauxhall Corsa – the sister model to the 208. Both superminis are due to be launched in 2026, and will share parent company Stellantis's new STLA Small platform.

Now, in an exclusive interview with Auto Express, newly appointed managing director of Stellantis UK, Eurig Druce, suggested the 508 PSE's retirement doesn't mean the end of the brand's performance lineage. "There may be other products in the future," he told us.

"Peugeot has always had a penchant for fast, small hatchbacks, as we've seen various generations of GTis," he said. "I remember the 205 GTi when I first joined the company. And the 206 GTi thereafter.

"It would be a sad, sad day for us to declare that we will never go there again. I wouldn't want to see that sad day coming and I don't think I will."

Peugeot's hot hatch heritage offers plenty of encouragement that the brand may return to this genre for its next performance car – as opposed to a crossover or family SUV. A go-faster version of the next Peugeot 208 would also give the company a rival to the hotly anticipated Alpine A290 and MINI JCW Electric.

We asked Druce directly whether we could see a tuned version of the 208 further on down the line and he admitted: "I'd love to see it, personally. Peugeot Sport engineers would be the people that would do that sort of thing."

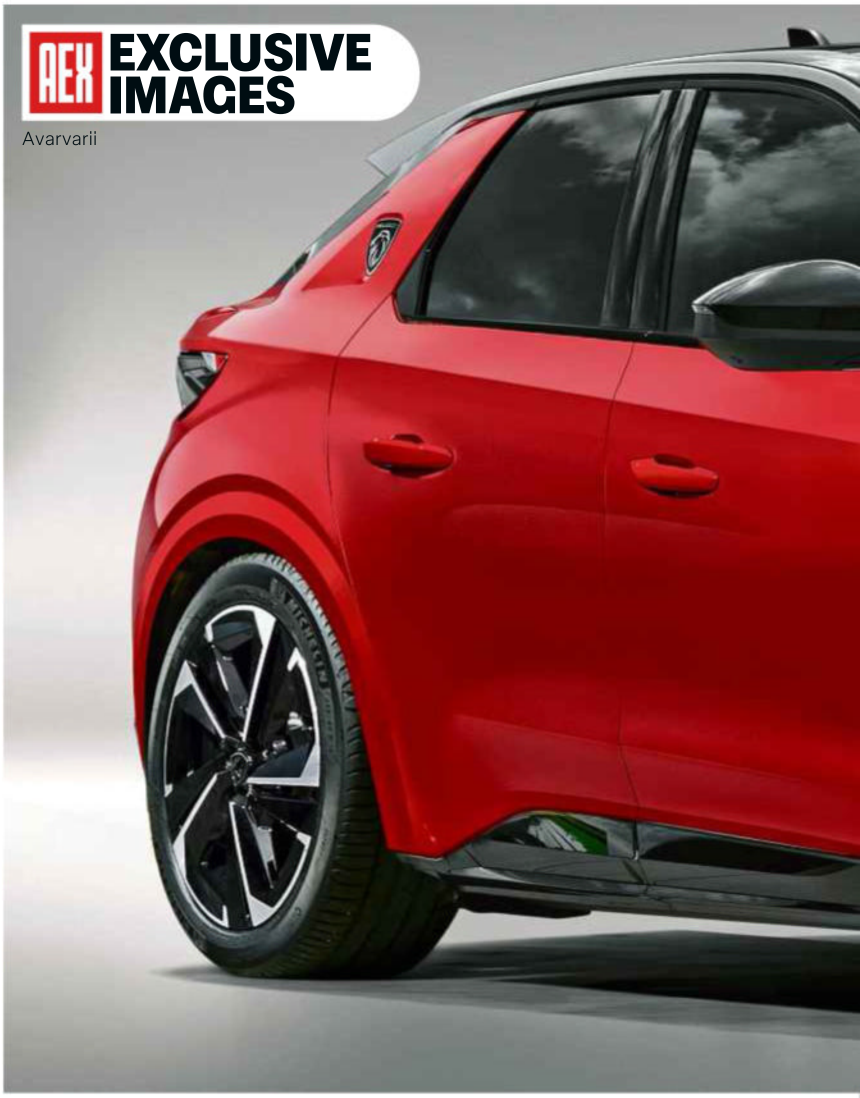
We asked Druce if the PSE badge (which stands for Peugeot Sport Engineered) could return, or whether GTi would make a comeback, but he refused to be drawn either way. However, our exclusive images lean towards the latter; its resonance with fans and nearly 40 years of history would chime well with buyers in both the UK and Europe.

Druce said: "The crucial bit for me is the credibility that came from PSE. So, whether we call it PSE or GTi, the truth about it was that Peugeot Sport had engineered the car and there were significant driveability differences between that and a standard car. I think that's crucial."

He continued: "What we cannot ever do is to put a GTi badge on something that is a conventional car with a slightly bigger e-motor, for example. One of the big things about this future market is that almost every electric car can be a quick car.

"The beauty comes from being able to make a fast car and a really enjoyable, driveable car as well."

Other brands in the Stellantis family have launched their own small fast EVs recently, with the Abarth 600e, Alfa Romeo Junior Veloce and Lancia Ypsilon HF all based on the same underpinnings as the current 208. They also provide some clues to what kind of performance upgrades a new 208 GTi could receive.



Avarvarii

Abarth's souped-up version of the Fiat 600e, for instance, received a sizeable power boost to produce 237bhp in the standard model, and up to 278bhp in the top-spec version. If the 208 GTi were given a similar amount of power, it would hit 62mph in less than six seconds.

An even more significant addition to the Abarth model is the Torsen mechanical limited-slip differential that improves the car's agility, traction and handling. The 600e also benefits from stiffer suspension and anti-roll bars, a wider track, a new braking system and liquid cooling for the battery – something Peugeot would probably look to do with any future 208 GTi. There would be some visual changes too, such as a lower ride height, bigger wheels and a subtle bodykit with a couple of GTi badges.

Inside, buyers could expect the car to have contrast stitching and sportier seats – as well as a fresh take on Peugeot's famous i-Cockpit instrument cluster.

There's a good chance Peugeot will also look to incorporate a version of the Hypersquare steering wheel expected to feature in the standard 208 when it arrives in 2026.

EURIG DRUCE Group Managing Director of Stellantis UK

"WHAT WE CANNOT EVER DO IS TO PUT A GTI BADGE ON SOMETHING THAT IS A CONVENTIONAL CAR WITH A BIGGER E-MOTOR. THE BEAUTY COMES FROM MAKING AN ENJOYABLE, DRIVEABLE CAR"

08 GTi is on the cards

208
KW27 WWK

EURIG DRUCE Group Managing Director of Stellantis UK

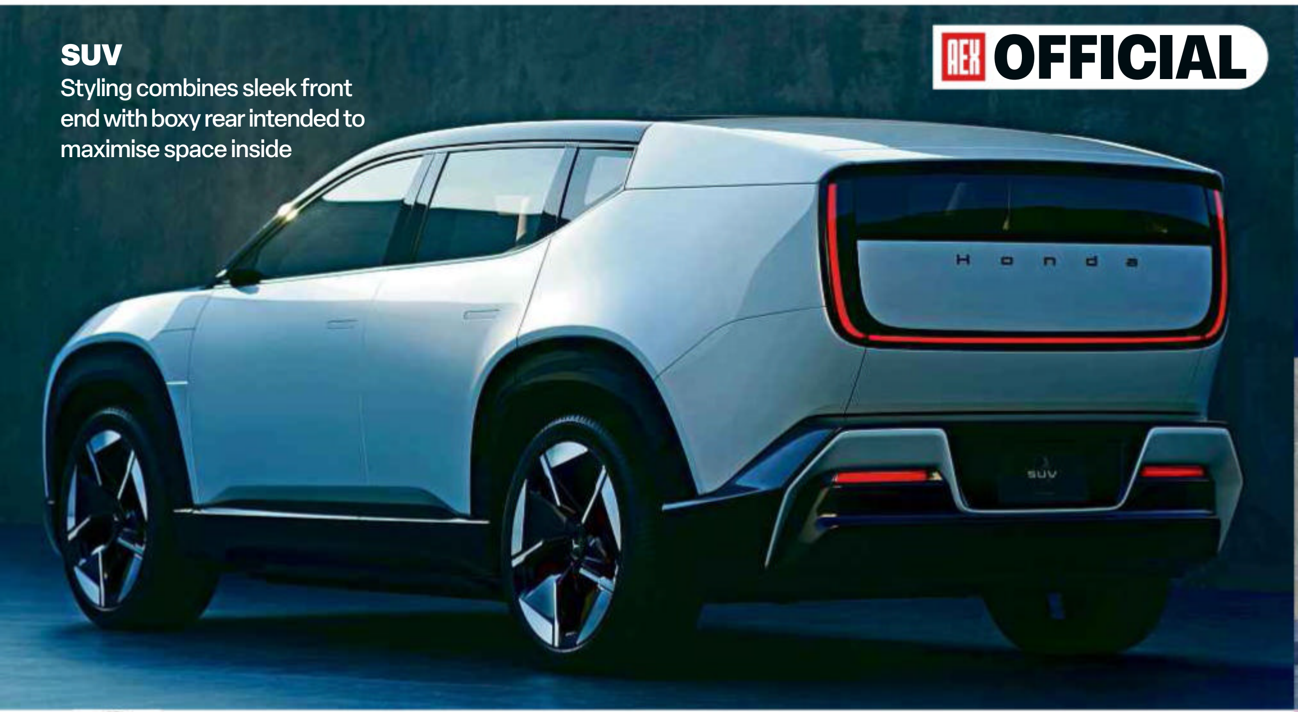
> “PEUGEOT HAS ALWAYS DISPLAYED A PENCHANT FOR BUILDING FAST, SMALL HATCHBACKS”

PEUGEOT
KW27 WWK

FUTURE GTi
Our exclusive images give some idea of how a sportier version of the next-generation 208 would look

Honda is going for bold

REVEALED Pair of prototypes shown in America preview first models from forthcoming 0 Series elec



SUV
Styling combines sleek front end with boxy rear intended to maximise space inside

Paul Barker

Paul.Barker@autoexpress.co.uk

HONDA'S electric-car future has been revealed in the form of two new, almost production-ready models that preview an SUV and a saloon hitting the road next year.

Revealed at CES 2025 in Las Vegas this week, both are called prototypes rather than concepts, which in Honda-speak confirms their imminent arrival as two of seven models confirmed by the brand under its 0 Series EV development plan.

First to arrive will be the Honda 0 SUV, a mid-sized crossover. It's due to go on sale in America in the first half of 2026, before making its way into global markets including Europe and Japan, with the UK likely to be an early recipient. It features a distinctive sleek front end mated to a bulky square rear design with maximum space inside as the priority. Interior visibility and flexibility are further key strengths, according to Honda, while the new model will also feature the brand's latest development in chassis control, using 3D gyro sensors to "enable dynamics at the will of the driver on various road surfaces".

Described as the flagship for the 0 Series range, the radical 0 Saloon – with its sloping nose and bold front end – is a development of the concept car revealed at the 2024 CES event. Some of the less production-feasible elements, including the infinity mirror-style lighting across the front end, are toned down, and the headlights are smoother and more integrated.

The concept's huge single door turns into a more regular pair of doors on each side, while the minimalist steering wheel is replaced by a half-wheel. Its upper section is chopped off to enable a clear view of the full-width displays, which are flanked by screens that replace wing mirrors, as first seen on the Honda e supermini.

What does remain is the hulking rear overhang that now houses a pair of diffusers. If it carries over into the production version in a form close to the show car, it will be one of the most distinctive rear ends on the road.

Details like boot access and size are yet to be outlined by Honda, which also hasn't talked specifics on range or powertrains. We do know that the 0 Series project is developing a variety of rear and four-wheel-drive powertrains ranging from 241bhp up to around 480bhp, with all likely to be made available on both models.

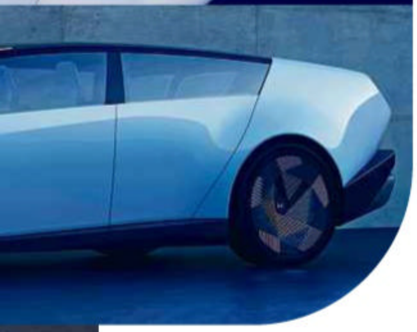
Eventually, the full 0 Series line-up will include an entry-level SUV, a larger seven-seat SUV, a further compact SUV and a smaller saloon by 2030.

Honda is also using CES to show off its Asimo operating system, which will appear in the new range. Named after the firm's famous robot, the set-up will run automated driving, assistance and entertainment systems, using over-the-air updates to ensure functions and services are "continuously advanced in accordance with the preferences and needs of each user", according to the company.

> **"BOTH ARE CALLED PROTOTYPES, WHICH CONFIRMS THEIR IMMINENT ARRIVAL"**

l with its new EV range

tric-car line-up



SALOON
The flagship for the new 0 Series range has been toned down since the original concept was unveiled in 2024

Joint firm could launch in 2026

And plans for Nissan merger gather pace

HONDA and Nissan have now signed a Memorandum of Understanding (MOU) to "start discussions and considerations toward a business integration between the two companies through the establishment of a joint holding company".

The talks include Mitsubishi too, and the three companies would form an automotive giant designed to face up to the challenge of Chinese car makers, and sluggish demand for EVs.

An agreement will be reached in June, with a listing on the Tokyo Stock Exchange before a share transfer and the launch of a new company in August 2026.

Globally, Honda and Nissan sold 3.7 million and 3.4 million vehicles respectively in 2023 – making them the second and third-largest automotive brands in Japan, after Toyota.

Honda and Nissan agreed to co-operate on EVs last March – a move met with concern in Japan, because it would likely result in major job losses there. Nissan's existing alliance with Renault would have to be addressed too.

Honda's director Toshihiro Mibe said: "Nissan and Honda will aim to clarify the possibility of business integration by around the end of January in line with the consideration of Mitsubishi Motors."

Alfa offers four-wheel drive on hybrid Junior

New Ibrida Q4 will be seen in public for first time at Brussels Motor Show

THE hybrid-powered Ibrida version of Alfa Romeo's new Junior SUV will join the battery-powered Elettrica model this year, and now we've learned there will also be an all-wheel-drive variant.

The Ibrida Q4 will be on display at Belgium's Brussels Motor Show this month, with new high-spec Intensa versions of the Stelvio and Giulia.

The Junior is Alfa Romeo's entry-level model and although pricing hasn't been revealed yet for the Ibrida, it could lower the car's entry point to less than £30,000 – well below the £33,895 Elettrica. Given that the Q4 will have all-wheel drive rather than the standard car's front-wheel-drive layout, we expect this version to cost a bit more.

The Q4 has the same mild-hybrid powertrain as Stellantis siblings including the Peugeot 2008, Jeep Avenger and Vauxhall Mokka. It matches a 1.2-litre turbocharged petrol engine with a small battery and an electric motor on each axle, although the total output of 134bhp and 345Nm of torque is shared by both the regular Ibrida and the Q4.

Alfa Romeo says the Q4's hybrid system allows for "optimal torque distribution" and the car features a new drive setting that has been developed for low-grip conditions.

Power is sent through a six-speed automatic gearbox and the front-wheel-drive Ibrida has a 0-62mph time of 8.9 seconds. Fuel economy stands at 54.3mpg, while the CO2 emissions are 117g/km. No figures for the Q4 have been released yet.

The look of the Ibrida is almost identical to the Elettrica, although as standard the hybrid will come in the Speciale edition. There's a new interpretation of the Scudetto grille, dual exhaust tips, 18-inch 'Fori' alloy wheels and 'Bera' red paint.

"Q4 HAS SAME HYBRID POWERTRAIN AS SIBLINGS INCLUDING JEEP AVENGER AND PEUGEOT 2008"

REPORT 2024 figures make tough reading for car makers

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

Petrol cars top sales charts, while manufacturers miss 2024 EV targets

1.953m
NEW-CAR REGISTRATIONS REACHED 1.953 MILLION IN 2024, 2.6% UP ON 2023

19.6%
ELECTRIC CARS ACCOUNTED FOR ALMOST 20% OF NEW CARS IN 2024, A NEW RECORD BUT SHORT OF 22% TARGET

1/10
PRIVATE CONSUMER DEMAND CONTRACTED TO LEVELS LAST SEEN IN PANDEMIC; JUST ONE IN 10 PRIVATE BUYERS WENT ELECTRIC IN 2024

61.0%
PETROL WAS 2024'S DOMINANT FUEL CHOICE FOR PRIVATE BUYERS, WITH OVER 60% PICKING PETROL POWER

-13.6%
DIESEL WAS DOWN AGAIN, DROPPING 13.6% IN OVERALL SALES AS HYBRIDS (+9.6%) AND PHEVS (+18.3%) GREW

48,340
NUMBER OF NEW FORD PUMAS REGISTERED AS THE BABY SUV HELD ON TO TOP SPOT IN THE MODEL CHART

133
TOTAL NUMBER OF ZERO-EMISSION VEHICLES ON SALE IN THE UK - UP 38% IN THE PAST YEAR

102.1
NEW-CAR CO2 LEVELS DROPPED TO A RECORD LOW OF 102.1G/KM, DOWN 6.2% ON 2023 LEVELS

THE Ford Puma has again been crowned the UK's best-selling car, topping the 2024 sales chart as SUVs and 4x4s became the country's most popular vehicle segment for the first time, according to data released by the SMMT (Society of Motor Manufacturers and Traders).

The Ford, which was also number one in 2023, beat the Kia Sportage, with the 48,340 Pumas registered besting the Kia by just 1,177.

Meanwhile the Nissan Qashqai, which was the biggest-selling car in 2022, slipped to third, with more than 42,000 registered last year, followed by its smaller, quirkier stablemate, the Juke, of which more than 34,000 found homes. Rounding out the top five was the UK's best-selling EV, the Tesla Model Y, which is due to be facelifted this year (see story, right).

Despite the overall market growing by almost 3.0 per cent on 2023 and electric vehicles taking a higher share than ever before at 19.6 per cent (and hitting 31.0 per cent in December as makers scrabbled for sales to hit EV targets), the news was gloomier among private buyers. Only one-in-10 chose an EV, and private new-car sales were lower than during the 2020 pandemic.

In total, 1.95 million new cars were registered in 2024, the second consecutive year of growth for the market. However, 1.16 million – or six out of every 10 – went to fleets, while private sales fell by almost 9 per cent.

Petrol remains the preferred fuel among Brits by some margin, making up more than 52 per cent of the total market. It was followed by EVs, then full hybrids at 13.4 per cent and PHEVs at 8.6 per cent. Diesels now make up only 6.3 per cent of new sales.

SMMT chief executive Mike Hawes cited the greater selection of electric cars as one reason for their increased market share, with 133 different models now in showrooms. The appeal has been enhanced further by an estimated £4 billion of discounts from manufacturers, which Hawes believes are "unsustainable".

MIKE HAWES SMMT chief executive

> **"NEW MODELS SHOULD SUSTAIN PART OF THE GROWTH THIS YEAR, BUT IT IS AN ACUTE SITUATION"**

Despite the industry's best efforts, EV sales fell short of the 22 per cent target set by the Government as part of its ZEV Mandate. Perhaps even more alarmingly, the target rises to 28 per cent this year, yet the SMMT is already forecasting BEVs will only represent about 24 per cent of sales.

The Government has launched a consultation into the ZEV Mandate, but any changes to the policy are unlikely to come imminently. Hawes told us that he expects there to be pressure on the car manufacturers, saying: "They'll have new models and that should sustain part of their growth this year. But really it is a particularly acute situation."

Proton goes EV with new e.MAS7

PROTON, the budget-driven brand best known in the UK for the Satria Neo, Impian and Savvy, has just taken the wraps of its first-ever pure-electric car, the e.MAS 7.

The newcomer is, in essence, a rebadged Geely Galaxy E5, with the two sharing the same Geely Electric Architecture (GEA). The base-level e.MAS 7 Prime has a 49.5kWh battery for a WLTP-rated range of 214 miles, while the higher-spec Premium trim has a 60.2kWh set-up, which returns up to 254 miles between top ups.

Proton quit the UK in 2014 and there are no plans to relaunch here, but Geely is the parent company of a number of brands that do sell in Britain, including Volvo and Lotus.

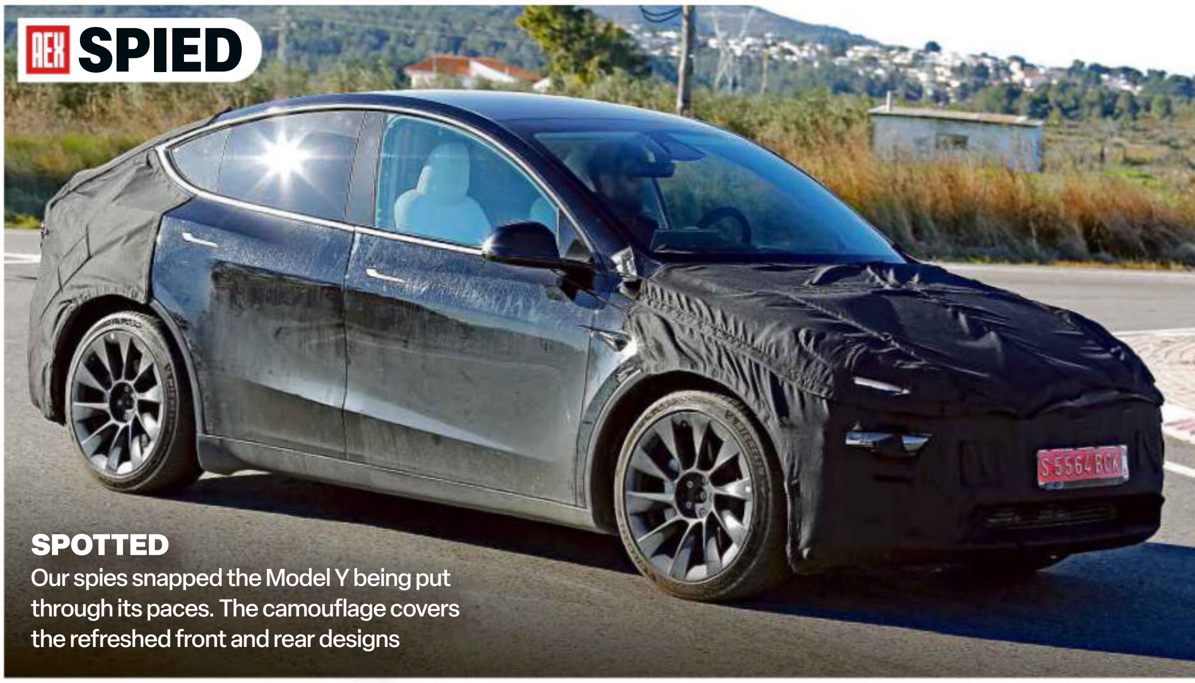
Dodge Charger is coming to Europe

THE all-new Dodge Charger will be crossing the pond this year, with the latest version of the muscle-car icon set to be offered in Europe from the second half of 2025, Dodge's parent company Stellantis has confirmed.

It will be sold in Europe through importers, so we expect a few cars will make it to the UK, although any available here will almost certainly be left-hand drive only.

Two-door coupé and four-door saloon variants were revealed last year without a V8 in sight. Instead, both versions will be offered with either a twin-turbo straight-six petrol engine or pure-electric power.

The electric Charger Daytona is on sale in the US now in either 496bhp R/T or 670bhp Scat Pack forms.



SPOTTED
Our spies snapped the Model Y being put through its paces. The camouflage covers the refreshed front and rear designs

Revamped Model Y tests ahead of reveal

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

TESLA'S Model Y was the world's best-selling car in 2023 with more than 1.2 million units sold. Now the US manufacturer is looking to give its electric SUV even more appeal with a mid-life facelift.

We've seen leaked images of the new Model Y, but this is the first time we've spotted it testing on the road, suggesting a full reveal is imminent.

Tesla gave its Model 3 saloon an update in late 2023 to help it compete with newer rivals. The revamp introduced a sleeker, more modern look and a controversial interior refresh that saw the maker swap out the indicator stalks for buttons on the steering wheel. This tech is all but certain to also make an appearance on the updated Model Y, dubbed 'Juniper' online.

Our spy shots show the Model Y riding on 20-inch 'Induction' wheels with Michelin Pilot Sport tyres. It's clear from the tyre size that this is the standard Model Y rather than the hot Performance model, which wears wider rubber at the rear.

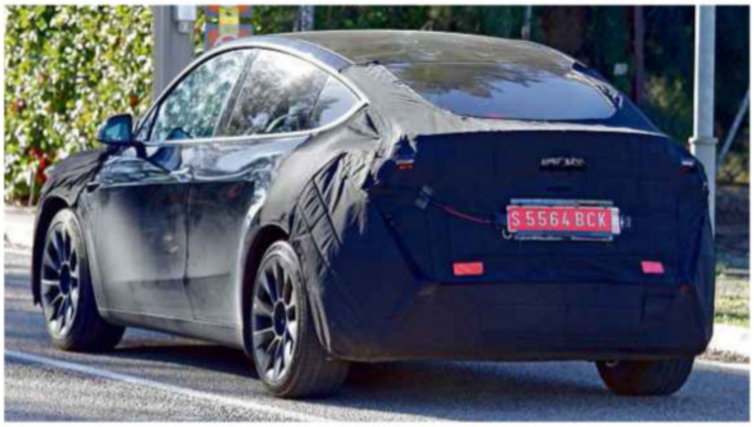
The front sports some clever camouflage designed to mimic the current Model Y's headlights. But peer beneath this and you'll see a fresh headlamp design, possibly a thinner LED light bar inspired by the Cybertruck, and a new front bumper, all with the aim of reducing the Model Y's 0.23Cd drag coefficient.

The body is unchanged until we get to the rear, where we expect to see a restyled bumper and a fresh light design. A picture leaked last year revealed that the SUV is set to get a full-width light bar with Tesla lettering. The lamp clusters should closely resemble the Model 3's, with a sharper LED signature and hidden indicator turn signals.

It's likely that the Model Y will lift its cabin near-wholesale from the Model 3, so we expect a minimalist dashboard with a large central screen and no gauge cluster.

Tesla will look to maintain its strong range and charging figures, made all the easier by its wide-reaching Supercharger network.

Prices for the Model 3 dropped with the facelifted car's arrival, which could also be the case for the Model Y. If we do see cheaper pricing, expect to pay from around £42,000 for the new SUV.



Automedia

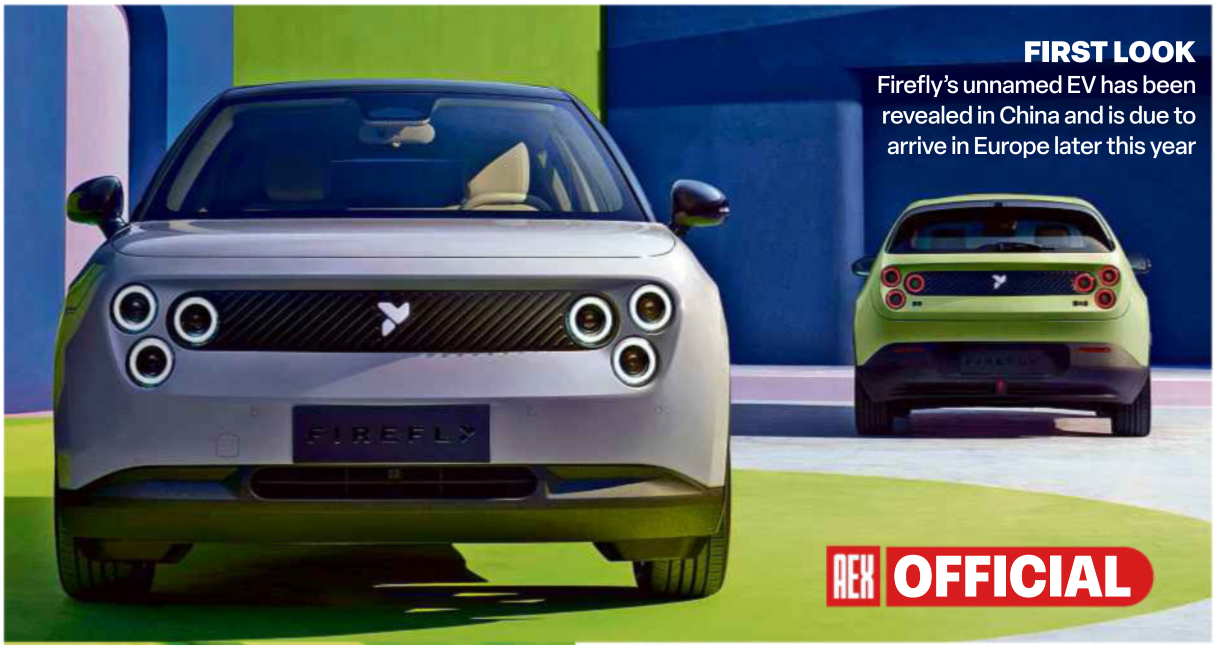
A full-wibth light bar with embebbeb Tesla lettering shoulb feature

Nio launches Firefly su

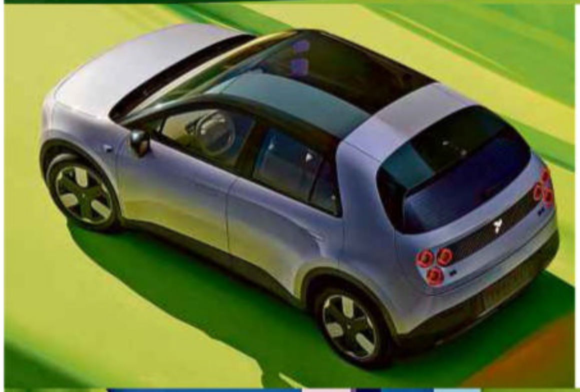
Richard Ingram

Richard.Ingram@autoexpress.co.uk

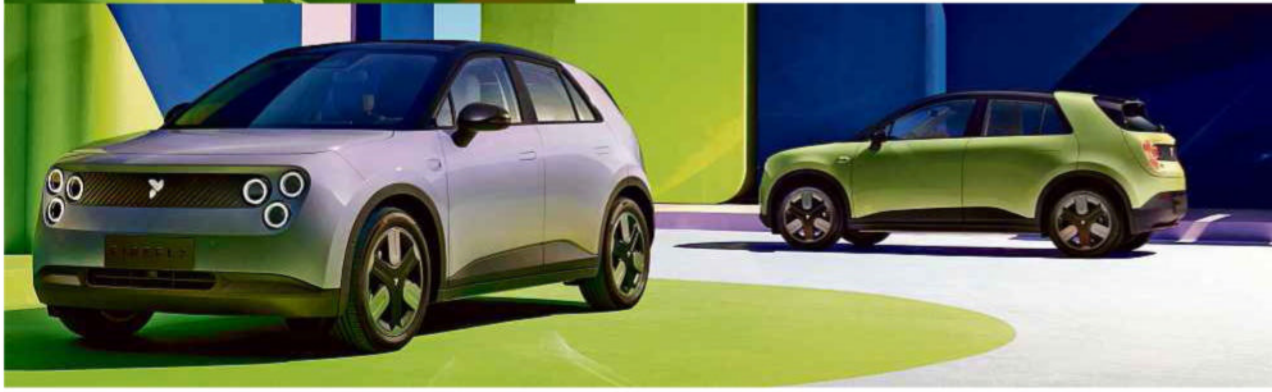
Chinese giant will bring its MINI and Fiat 500-rivalling small car to Europe in 20



FIRST LOOK
Firefly's unnamed EV has been revealed in China and is due to arrive in Europe later this year



> "FIREFLY MADE ITS DEBUT WITH A MINI-FIGHTING SMALL CAR THAT THE FIRM SAYS IS AVAILABLE TO ORDER IN CHINA FOR 148,000 RMB - EQUIVALENT TO AROUND £16K"



NIO, the company famed for its innovative battery-swap tech, has launched a new 'Firefly' sub-brand aimed at conquering the increasingly competitive small-EV market. Its first car – a Honda e-inspired five-door supermini – has been revealed in China, with plans for it to reach Europe in the first half of this year.

Firefly is the third brand to launch under the Nio family, with a specific focus on leveraging "Nio's decade-long expertise in premium" with the aim of exceeding expectations in "design, safety, space, intelligence, and energy efficiency".

Revealed at 'Nio Day' in Guangzhou on 21 December, the Firefly brand made its debut with a MINI-fighting small car that the company says is available to order in China for 148,000 RMB – equivalent to around £16,000 at the time of writing. For context, the cheapest electric MINI Cooper costs exactly £30,000, while even a basic BYD Dolphin starts at £26,195.

No specs for the first Firefly model have been revealed, nor is it clear at this stage whether it would benefit from Nio's cell-swap technology, whereby a discharged battery can be swapped out for a fully charged one in less than five minutes.

The as-yet-unnamed small car looks like a blend between a Honda e and a Lancia Ypsilon, with a black 'grille' panel housing the new logo, flanked by three-piece headlight clusters and daytime running lights. It has a chunky stance, with cladding around the wheelarches and along the sills, plus lots of black plastic on the front and rear bumpers. The light arrangement is mirrored at the back, with the two badges translating as 'Nio' and 'Firefly'.

Firefly will apparently "raise small-car safety to new standards", and the car has been designed to meet five-star Euro NCAP requirements. It uses a level of high-strength steel and aluminium alloys usually found in "higher-segment cars". Nio says Firefly will "usher in the era of small, smart, high-end electric cars, with a key focus on design, safety, space, intelligence and energy efficiency for active urban lifestyle users."

We've not yet seen the car's cabin, although pictures show what looks like a decent-sized boot – plus 60:40 split-fold rear seats – and a usable space under the bonnet for cables or soft bags. From that boot shot, we can see three seatbelts in the rear, as well as what looks like leather trim, or a sustainable vegan alternative.

One shot, taken from above, also reveals a full-length glass roof. We can also make out a reversing camera built into the car's shark-fin antenna, plus extra lenses beneath the door mirrors – presumably for some of the car's safety systems.

No battery or motor specs have yet been revealed, so performance and range figures remain under wraps. Nio is yet to officially launch in the UK, but rumours suggest a possible arrival in 2025. That could coincide with the reveal of the Firefly brand in Europe, with more details likely in due course.

b-brand with small EV

ET9 comes only with four-seat layout and uses a 900-volt architecture

New Nio ET9 sets sights on BMW and Mercedes

AS well as the Firefly brand (left), Nio has also taken the wraps off its new ET9 – a range-topping rival for the likes of the BMW i7 and Mercedes EQS.

European availability of the new ET9 has not yet been announced, but in China it costs from 788,000 to 818,000 yuan (roughly £71,0000 to £90,000).

The car follows a familiar design language to the rest of the Nio range, with thin LED headlights, a flush, streamlined front bumper and several prominent Lidar bulges on the roof. There's a full-width LED light bar to the rear, and the ET9 rides on 23-inch wheels.

Sitting on Nio's latest NT 3.0 platform, the ET9 has a 900V architecture – the first time this technology has been used in a Chinese car. There's a 100kWh battery pack for a 403-mile range (under the more lenient CLTC testing scheme), although a recharge rate of up to 600kW is possible, so 158 miles of range can be added in five minutes.

The newcomer also gets the company's Skyride chassis with active hydraulic suspension, plus steer-by-wire, rear-wheel steer, and power from a dual-motor set-up that enables a 0-62mph sprint time of 4.3 seconds.

The four-seat ET9 prioritises accommodation and tech. A thin 48-inch display covers the full width of the dash, plus there's a 15.6-inch infotainment screen. The seats get a massage function, plus there's a head-up display, and active noise cancellation that can cut exterior sounds by 14dB.

Two versions of the Temerario will be offered, both with a twin-turbo V8

Starting price for Lambo's 'baby' Temerario supercar set at £260k

LAMBORGHINI revealed its new Temerario last summer, and now we know how much it will cost.

The 'standard' Temerario will be priced from £260,035, with the lighter, more focused Alleggerita costing £297,235. An on-sale date hasn't been disclosed, but the first cars should be arriving soon.

Under the metal, the Italian manufacturer has done away with naturally aspirated V10 power and instead introduced turbocharging and electrification to what is the 'baby' supercar in its range.

The lineage of naturally aspirated, mid-engined V10 Lambos stretches back to the Gallardo, introduced more than two decades ago. But for the Temerario, the company has invested in new twin-turbocharged V8 hybrid, with a flat-plane crankshaft. This can match the potent output of the unit in the Urus SUV, while delivering a higher red line for a more visceral sound.

New emissions tests could burst tax bubble for drivers of PHEVs

PLUG-IN hybrids will be subject to more stringent emissions tests that better reflect real-world use, Auto Express can confirm. The changes could have significant implications for company-car drivers.

Existing Euro 6e emission standards are being superseded by Euro 6e-bis tests, which apply to all new models launched from 1 January. After an update at the end of this year, they will cover all new cars on sale, meaning existing models will have to be retested.

Previously, the tests were over a simulated 800km (497 miles), but Euro 6e-bis ups this to 2,200km (1,367 miles). Under the new regime, the CO2 emissions of a BMW X1 xDrive25e rose from 45g/km to 96g/km, which could mean a jump from its current Benefit-in-Kind banding of eight per cent to 24 per cent.

PHEVs like BMW X1 could see a jump in BiK band

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

EV DISCOUNTS AR
SOLUTION WITH L

HEAVY discounts on new electric cars may be designed to stimulate the sluggish EV market, but the move increasingly looks like a short-term solution. Why? Because it brings concerning, longer-term effects; increasing downward pressure on values of used EVs, with slower overall growth of the UK's electrified fleet.

High prices and heavy depreciation have been long-standing deterrents when it comes to private buyers considering electric vehicles, along with fears over charging availability and range. So, depressed demand from consumers has been met with seemingly too-good-to-be true discounts which have, at least until now, helped manufacturers towards meeting the tough targets set by the Government's ZEV mandate.

These objectives – or at least the fines manufacturers receive for not meeting them – could soon be in line for change, because later this month the Government's consultation with the industry comes to an end, with some firms describing the current situation as affecting the "viability of thousands of jobs and billions of pounds in investment".

Yet although deals and discounts have been driven by the desire to avoid hefty fines, leasing companies offering vehicles to fleets have mainly been caught off guard by optimistic forecasts of used values. Companies advertising EVs at eye-catching rates have been left out of pocket when contracts end, with cars returning for disposal at auction worth much less than was originally predicted.

Auto Express spoke to Philip Nothard, insight director for motor-industry data services firm Cox Automotive. He said that "while attractive incentives and discounts may benefit consumers and fleet operators in the short term, they contribute to depreciation concerns for the used EV market. A surplus of heavily incentivised new BEVs entering the market devalues them far more quickly when they return as used vehicles."

Mark Bassford, director at Auto Data Solutions (ADS), told Auto Express that vehicle valuation firms have historically been "naive" when it comes to predicting the future value of EVs. He explained how companies "based EV pricing projections on their experience of ICE vehicles, but they didn't perform in the same way".

Auto Express research shows that the Tesla Model 3, for example, was predicted to retain 62 per cent of its value after three years and 36,000 miles of ownership. Looking at data from 2024, however, the same car is only expected to hold on to 55 per cent of its original price – and the Tesla fares much better in this regard than many of its electric brethren.

The Porsche Taycan, like most models from the German brand, was predicted to be a strong performer on the used market, with estimates claiming it'd retain 65 per cent of its initial value over the same three-year period. Now, forecasters reckon the sporty EV will only cling onto about 45 per cent of its asking price, resulting in a minimum loss of around £56,000.

The top-selling Vauxhall Corsa Electric is another major offender in terms of depreciation; forecasts in 2021 said the supermini would be worth 46 per cent of its value after three years – almost the same as the petrol model. However, its residuals have since fallen off a cliff, with the latest forecasts suggesting that a new Corsa EV will only be worth 29 per cent of its original price in three years.

The car industry's optimism 36 months ago may appear short-sighted in today's market, but Nothard was keen to give some context: "EVs are relatively new to the market, and their rapidly advancing technology makes older models less appealing. Unlike

OPTIMISTIC RESIDUAL VALUE PROJECTIONS

HEAVY HITTERS
Models such as the Porsche Taycan (right) and Vauxhall Corsa Electric (below) are among those affected by poor residual values

RE THEY A SHORT-TERM ONG-TERM PROBLEMS?

FOR EVS HAVE LEFT VEHICLE LEASING FIRMS "MILLIONS AND MILLIONS" OUT OF POCKET

DYLAN SETTERFIELD Head of forecast strategy, CAP HPI

> **"THREE YEARS AGO, WE TOOK THE VIEW THAT USED VALUES FOR BATTERY ELECTRIC VEHICLES WERE UNSUSTAINABLY HIGH"**

traditional combustion-engine vehicles, which have established historical trends, EVs lack a clear track record for future depreciation."

Still, ADS commercial director Amanda Morgan told us that the issue is affecting leasing firms of all sizes, particularly those at the lower end. She claims to know of one firm that in her view "wouldn't be here now", but for it being owned by a bank.

"Companies are having to make provisions for any sort of profit or loss – something that didn't used to be a thing," she told us. "There's a lot of unrest. Some want compensation [from data forecast firms] because they are losing millions and millions."

We brought these concerns to CAP HPI – arguably the UK car industry leader when it comes to vehicle valuations and residual projections. Its head of forecast strategy, Dylan Setterfield, told Auto Express that the firm is "very open regarding our forecasts and their assumptions".

"Three years ago, we took the view that used values for battery-electric models were unsustainably high. We applied negative adjustments to our forecasts, over and above the expected future market movement.

"Some of our customers described our adjustments on individual electric models as excessive," he said, "while others saw them as prudent."

Setterfield added that CAP HPI assumed significant reductions in used values in 2021 and blamed unforeseen events, such as Russia's invasion of Ukraine, as the reason behind greater-than-expected EV depreciation.

While falling prices appear to be great news for consumers, the issue isn't clear cut. Weak residuals mean higher finance rates, making new electric models less attractive. Fewer new cars means reduced supply on the used market too, ultimately translating into higher prices.

There is some light at the end of the tunnel, though; residual values of EVs are expected to strengthen over time and, according to Nothard, the market is already seeing signs of improvement.

He explained how a "projected inflection point in 2027" could see resale values strengthen "as EVs become the norm, rather than the exception".

That said, it appears that things are likely to get worse before they get better. Morgan told us that he thought lenders will try to extend the leases of their current portfolios in order to recoup as much cash as possible. He also hinted that there could be "some mergers and acquisitions" happening, in order to prevent businesses from going into receivership.

PHILIP NOTHARD Insight director, Cox Automotive

> **"WHILE ATTRACTIVE INCENTIVES AND DISCOUNTS MAY BENEFIT CONSUMERS AND FLEET OPERATORS IN THE SHORT TERM, THEY CONTRIBUTE TO DEPRECIATION CONCERNS FOR THE USED EV MARKET"**

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D
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km/h
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OK

LARGER THAN LIFE BMW used a huge mock-up of its new interface to show how it will look in a car

THE NEW FACE

BMW's new interior focuses on the principle of 'eye

Ellis Hyde

Ellis.Hyde@autoexpress.co.uk

BMW's iDrive set-up revolutionised the way modern drivers interact with their cars when it was introduced in 2001. But after more than two decades of evolution, the brand has decided it's time to start anew, guided by the philosophy of "eyes on the road, hands on the wheel."

BMW's newest driver-focused cockpit, dubbed BMW Panoramic iDrive, will make its debut in the new iX3 later this year. The electric SUV is the first of an all-new model generation referred to as the 'Neue Klasse', all of which will feature the set-up.

There are four key components to the latest iteration of iDrive: the 'Panoramic Vision' display – which takes the traditional instrument cluster to a whole new level – a huge 17.9-inch central touchscreen, a unique four-spoke multifunction steering wheel and a 3D head-up display, although the latter won't be standard on every model.

Fresh hardware deserves cutting-edge software, and not only has BMW's new 'X' Operating System been created in-house, it's also an exemplar of software-defined vehicle (SDV) development.

Typically, when new tech like this is presented for the first time, we get to see some animations of how it's supposed to look. But BMW must have heard that immersive experiences are on-trend, because it built an enormous mock-up of the new set-up that helped us understand how everything is designed to work together holistically.

The most radical change is the Panoramic Vision. It's essentially a massive head-up display that runs from pillar-to-pillar along the base of the windscreen. What you see is the reflection of a backlit matrix screen embedded in the dash, but we're told the information will be visible to all occupants in the car – even those in the back.

Joern Freyer, vice president of user experience at BMW, reassures us that Panoramic Vision will also be visible in direct sunlight thanks to high contrast levels and the brightness of the screen, plus a black coating along the base of the windscreen. That's something found on every modern car; the brand simply found an additional purpose for it. Reflective film in the same area helps give the graphics an almost holographic effect.

Christian Bauer, vice president for interface design, added that the company reworked its typography in order to create "a very clean design for easy and quick readability".

Obviously, you have to look over the steering wheel to read the vital information. Speed is shown directly in front of the driver, while additional info such as battery status and range is on either side.

The rest of the Panoramic Vision offers space for up to six customisable widgets, or "particles" as Freyer calls them. These can be for the weather, navigation or media apps such as Spotify, which can be arranged to your liking via the central touchscreen. Or, if you switch to Sport mode, those widgets are replaced by more performance-focused information including a G-meter.

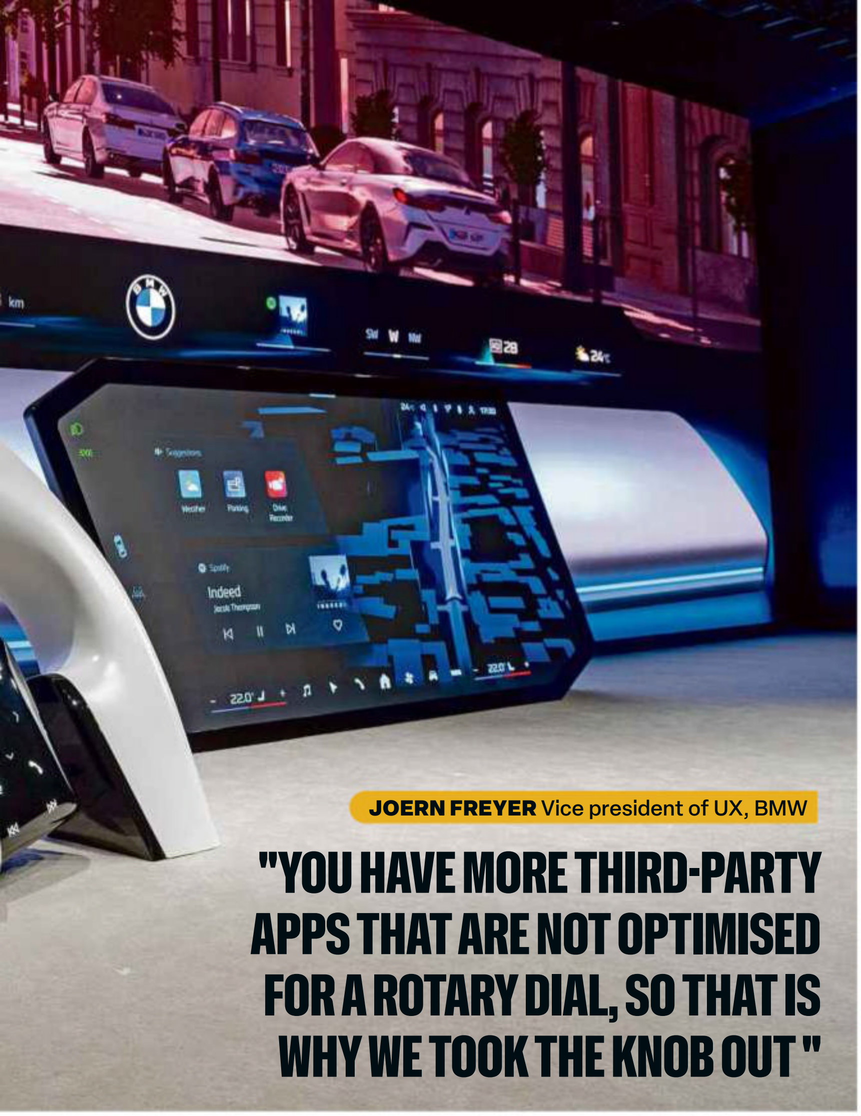
Moving on to the new touchscreen, as well as being impressive, its vast size means "the touch interface is as big as possible, and the buttons can be as big as possible," says Bauer. Meanwhile the thin bezel maximises space on the screen, and the unusual, trapezoidal shape is designed to mirror the arc of the driver's arm and will be flipped for right-hand-drive cars. Whichever way round it is, controls for the most commonly used functions, such as the headlights, will be as close as possible to the driver. Then along the bottom of the screen are shortcut buttons and cabin temperature toggles, which should be familiar to BMW owners, because they're carried over from the current OS.

However, one bigger difference for the new set-up is the driver's display and infotainment screen. They aren't housed in a single panel, and Freyer points out that by separating them, the touchscreen can be fitted closer to the driver and a short distance from the steering wheel.

In order to keep the driver's hands on the wheel as much as possible, BMW has also crammed lots of functionality into its two haptic control pads, which can interact with the Panoramic Vision. Certain buttons are raised, making it easier for the driver to find them without taking their eyes off the road, while others, such as those for the cruise control, are illuminated when needed.

BMW focused primarily on digital elements of the new interface during our deep dive, but there will be physical buttons and knobs for specific functions. "We went through [them] button by button," Freyer tells us, "and where a button is best, we kept it." Examples include adjusting the steering column or heating the windscreen.

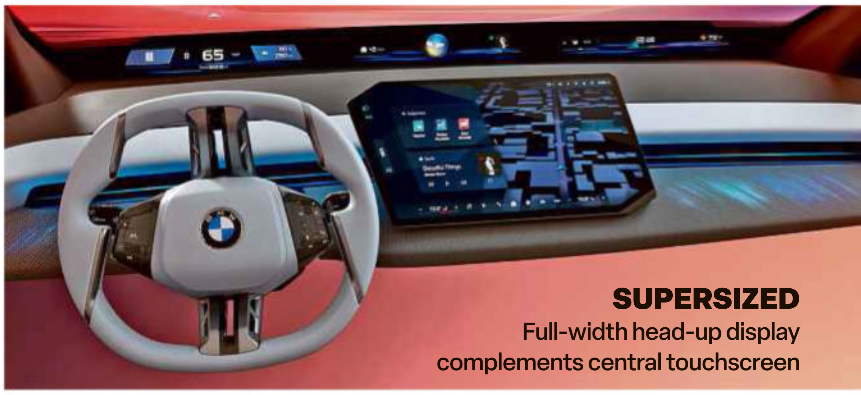
"But where we bring things to a digital interface, it's because we have more functionality or we want to work with proactive proposals. For example, a



JOERN FREYER Vice president of UX, BMW

"YOU HAVE MORE THIRD-PARTY APPS THAT ARE NOT OPTIMISED FOR A ROTARY DIAL, SO THAT IS WHY WE TOOK THE KNOB OUT"

DEEP DIVE We tested new BMW in-car tech using a virtual-reality simulation of how it will work in Neue Klasse models (left)



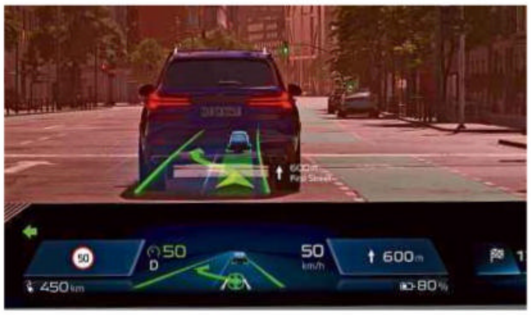
SUPERSIZED Full-width head-up display complements central touchscreen

OF iDRIVE

s on the road, hands on the wheel', with a pillar-to-pillar instrument display

CHRISTIAN BAUER VP Interface design, BMW

"THE TYPOGRAPHY IS A VERY CLEAN DESIGN FOR EASY AND QUICK READABILITY"



particular driver, after activating sport mode, wants to activate the dynamic traction control, because he wants to drift a little bit. That's a typical habit for this driver, so we bring this button to the top of the touch area and with a simple press they can change the driving dynamics. It will come up as a big pop-up button, super easy to hit while driving."

BMW fans will have noticed we've not mentioned a rotary control dial, which was one of the game-changing features introduced by the original iDrive system. But it won't be making an appearance in any of the forthcoming Neue Klasse models.

Freyer told us: "We looked at the data and saw usage of the controller has dropped year by year.

"What is the reason? You have more third-party apps and these are not optimised for a rotary dial. So people are increasingly using voice commands and touch – that's why we took the knob out."

Finally, like many car manufacturers, BMW has embraced AI to expand the capabilities of its voice assistant. The 'BMW Intelligent Personal Assistant' uses Amazon's Large Language Model – the same one that Alexa is built on. This allows it to provide recommendations on journeys, but none of that data will be shared with Amazon.

We're still months away from seeing the first production-ready application of Panoramic iDrive, but after examining the colossal model – and a quick go on a more life-size virtual reality test rig – it's clear that a brand, so loved by keen drivers, hasn't sacrificed ergonomics for the sake of spectacle.

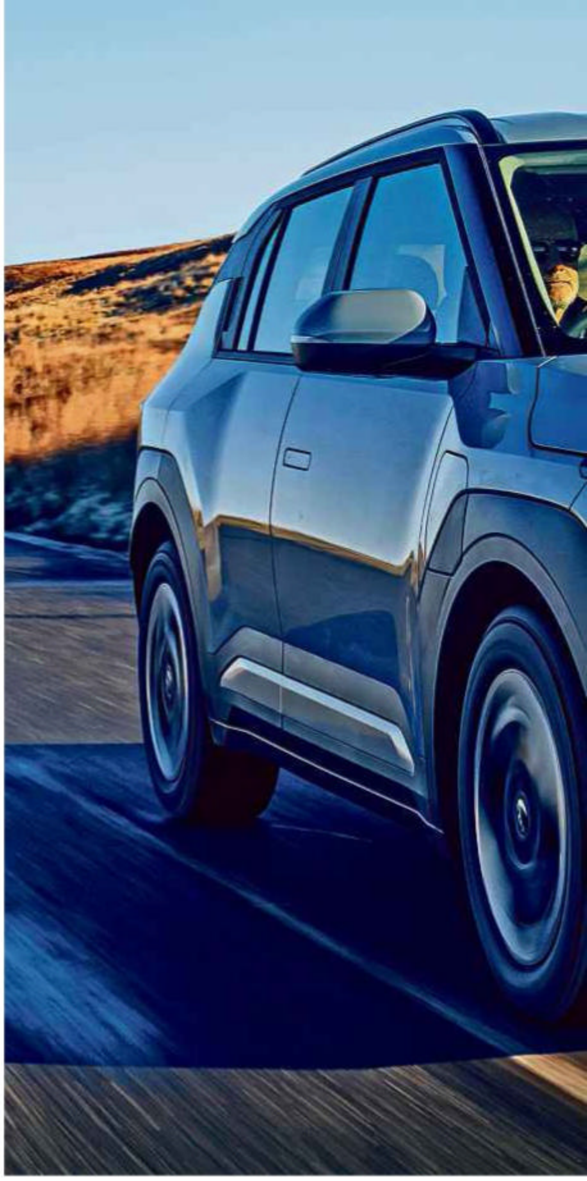
AUTO EXPRESS

FIRST FOR DRIVES

26 CUPRA TERRAMAR
Petrol-powered SUV driven

28 AUDI A5 AVANT
On the road in brand's new executive estate

30 CHEVROLET CORVETTE Z06
Legendary flagship returns



Kia EV

FIRST UK DRIVE Kia has the
ID.3 firmly in its sights with its

Alex Ingram

Alex.Ingram@autoexpress.co.uk

AEX THERE aren't many compact electric cars that can manage more than 300 miles on a single charge. Quite a few state that they can, based on official WLTP figures, but in everyday use it can be harder to regularly achieve those numbers.

That has changed with the new Kia EV3. If range is what matters most to you, then there's little need to read on – Kia's latest crossover is the one for you. Not only is its official maximum of up to 375 miles better than almost anything else for the money, but even in some fairly grim, cold weather during our time behind the wheel – unflattering conditions for an EV's efficiency – we also came mighty close to getting over the magic 300-mile mark.

If you are still here, then the good news is that there's plenty more to like about this striking new rival for the likes of the Volvo EX30, Alfa Romeo Junior and Cupra Born. We already suspected as much when we first sampled the EV3 on its international debut in South Korea, but bringing the car back to UK roads for the first time has confirmed what a strong contender it is.

There are many more compelling numbers to pore over which bring the EV3's strengths into sharp focus. Prices for the new model start from £32,995, although you'll need to spend £35,995 or more to get the 81.4kWh battery capable of that long range. The base price gets a 58.3kWh unit and a more modest range of 270 miles.

Whichever battery you go for, the EV3 is powered by a single electric motor. It makes 201bhp and 283Nm of torque, and delivers more than adequate performance for a car in this class. Thanks to its smaller, lighter battery, the 58.3kWh model is marginally quicker to accelerate, knocking two-tenths off the big-battery-car's 0-62mph time of 7.7 seconds. Engaging Sport mode makes the throttle response noticeably sharper.

However, outright performance isn't the Kia's forte. The overall set-up is more focused on comfort, and that's something we applaud when so many rivals try to add a veneer of sportiness to family EVs. If we have one minor criticism here, it's that the road noise is a little too noticeable.

Despite this, the EV3 is still decent to drive. You can feel the car's suspension trying its hardest to contain its mass through larger compressions – at 1,885kg, it's no featherweight – but there's decent grip and nicely weighted, precise steering. The difference between Comfort and Sport steering modes is very subtle, with the latter adding slightly more resistance.

That driving experience is enjoyed from inside a cabin with a contemporary layout, plenty of storage and – messy driver-assist menus aside – a fairly slick and sharp infotainment system. There are physical controls for the climate functions, and a low dashboard line relative to the seating position means that forward visibility is excellent.

Given its 4.3-metre length, the EV3's rear-seat space is merely sufficient rather than outstanding. The Hyundai Kona is only 75mm longer on the

“The EV’s overall set-up is focused on comfort, and that’s something we applaud”

ESSENTIALS

Kia EV3 Air Long Range

Price: £35,995 **On sale:** Now
Powertrain: 1x e-motor, 81.4kWh battery
Power/torque: 201bhp/283Nm
Transmission: Single-speed auto, front-wheel drive
0-62/top speed: 7.7 seconds/105mph
Range: 362 miles
Max charging: 135kW (10-80% in 31 minutes)
Size (L/W/H): 4,300/1,850/1,560mm

DRIVING
Three modes – Eco, Comfort and Sport – alter the drive motor’s response, and the steering assistance can also be tweaked

V3

Volvo EX30 and Volkswagen s latest electric crossover

outside yet offers significantly more rear knee room, while the Volkswagen ID.3 has more space in pretty much every direction. The EV3 is significantly more roomy than the similarly priced Volvo EX30, though.

At least storage isn’t in short supply. The EV3’s boot measures a generous 460 litres, which is almost identical to the Kona’s and much better than the other cars mentioned above. There’s also the added benefit that you get another 25 litres of storage space under the bonnet – an ideal spot for stowing the charging cable.

The charging rate for the big-battery model maxes out at 135kW (101kW for the 58.3kWh variant). That figure isn’t quite as quick as in the Volvo EX30 or the Renault Megane E-Tech, but

▶

ON THE ROAD
The 17-inch wheels provide the best ride quality. Bigger alloys introduce some fidgeting

DETAILS

There's room under the bonnet for the cables. Our test of the 81.4kWh model in cold weather suggests a real-world range of 270 miles

it comfortably has the measure of similarly priced Stellantis EVs, with a 10-80 per cent top-up taking just over half an hour.

The EV3 will come in a choice of three trim levels, and despite the fact that Kia predicts only 11 per cent of retail customers will go for the base Air trim, looking at its generous spec, it's the one we'd have. The likes of 17-inch alloy wheels, all-round parking sensors with a reversing camera, a pair of 12.3-inch displays on the dash split by a third 5.3-inch climate control panel, heated front seats and steering wheel, plus Kia's Highway Driving Assist 2.0 system and blind-spot warning, are all standard.

Wireless smartphone charging is the most useful feature that the GT-Line adds, and it also brings a GT-Line-specific styling pack, faux-leather seats and ambient lighting to the cabin. The GT-Line S adds ventilated seats at the front, heated seats at the back, a 360-degree parking camera, a powered tailgate, a head-up display and a Harman Kardon audio system. Both of those cars increase the wheel size to 19 inches; the larger rims make the ride more fidgety, but it's not off-putting.

Looking at that efficiency in detail then, the EV3 managed 3.3 miles/kWh on a cold, winter's day, which means that our most pessimistic estimates suggest a circa-270-mile range. A handy energy-consumption menu on the infotainment screen breaks down just how much power various ancillaries are drawing, and the cabin heating accounted for roughly 15 per cent of the battery's energy on our run. In other words, without the heater, it would be reaching closer to 3.7 miles/kWh – lifting the range just beyond the 300-mile mark.

Of course, it's a shame that such a range will only be achievable with limited heating, because Kia will

INTERIOR

Dashboard is dominated by slick, if slightly complicated, infotainment system, with ventilation controls beneath. Air trim brings plenty of kit

> **"The crossover is no featherweight, but there's decent grip and nicely weighted, precise steering"**

BOOT
Most rivals might offer more room for rear occupants, but storage space rivals the Kona, which is one of the best in class; the rear seats fold flat

only allow buyers to select a more efficient heat pump if they go for the GT-Line S model – and even then, it's a £900 option.

Warmer conditions can improve things much further, though. During our first encounter with the EV3 in South Korea, its efficiency rose to 4.6 miles/kWh – meaning 374 miles of range.

During a brief drive of the base, small-battery 58.3kWh model, our efficiency scores were very similar, which means a worst-case range of roughly 200 miles – a figure that will still be more than good enough for many buyers.

VERDICT ★★★★½

OUR first meeting with the EV3 in South Korea suggested the brand was onto something special, and in many ways it seems the car is even better suited to UK roads. Comfortable, easy to drive and with a class-leading range for less cash than most rivals, there's a huge number of reasons to choose it. Some alternatives are more spacious in the back and others are more fun to drive, but within an already strong line-up of EVs from Kia, the EV3 is the best yet.

Cupra Terramar

FIRST UK DRIVE We put the most powerful 2.0-litre turbocharged petrol version of Cupra's largest model to date through its paces

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

ESSENTIALS

Cupra Terramar 2.0 TSI VZ1 4Drive

Price: £45,095 **On sale:** Now

Powertrain: 2.0-litre four-cyl turbo petrol

Power/torque: 262bhp/400Nm

Transmission: Seven-speed automatic, four-wheel drive

0-62mph/top speed: 5.9 seconds/150mph

Economy: 33.6mpg

Economy: 191g/km

Size (L/W/H): 4,519/1,869/1,586mm

CABIN Interior fit and finish is good and the equipment levels are decent, and include a 12.9-inch infotainment touchscreen

THE Terramar is Cupra's latest SUV. Although it may seem a little confusing when lined up against the brand's Ateca, Tavascan and Formentor models, the Terramar is possibly best viewed as a sportier sibling to the latest Volkswagen Tiguan.

As a result of its Tiguan-derived MQB Evo platform, the Terramar is the largest Cupra to date and something of an indirect successor to the smaller Ateca – especially given that the new car starts at £37,605, only £460 more than the Ateca.

Cupra underwent a bit of a design overhaul in 2024, with facelifted looks for the Leon and Formentor to align them more closely with newer models such as the VW ID.4-based Tavascan and the Terramar. These fresh design elements include three LED triangles within the headlights, a blanked- off 'shark-nose' front, and an illuminated rear Cupra badge.

Entry-level Terramar V1 models get smaller 18-inch wheels compared with the 19 and 20-inch rims fitted to V2, VZ1, VZ2 and First Edition versions, but other than that you'd be hard pressed to find any visual differences between the trim levels. That might leave a slightly sour taste in the mouth of those that have forked out £50,000 for the range-topping First Edition.

Cupra's positioning as a more driver-focused brand compared with Volkswagen is apparent in the Terramar's cabin. The air vents, infotainment screen and centre console are all slightly angled towards the driver. It also looks much more sporty inside than its German cousin, with even entry-level cars gaining swathes of copper colouring on the vents, doors, trim surrounds and upholstery stitching. Other standard interior features include three-zone air-conditioning, illuminated scuff plates, a heated leather-wrapped steering wheel and a 12.9-inch touchscreen that has Cupra's latest infotainment, along with wireless smartphone connectivity.

Our left-hand-drive car, which was a mix of mid-range VZ1 and VZ2 trims, showed that Cupra should be taken seriously when it comes to interior fit and finish. The bold styling, copper accents and artificial carbon-fibre trim might seem a bit over the top to some, but the soft-touch fabrics and solid feel to the majority of the cabin back up the Terramar's family SUV pretensions. However, while it's arguably as racy-looking an interior as any you'll see from a VW Group product, the illusion is spoiled somewhat by the upright driving position.

The Terramar comes with quite a variety of engines, with mild-hybrid, pure-petrol and two plug-in hybrids on offer. There's a 148bhp 1.5-litre four-cylinder petrol unit with 48V mild-hybrid assistance and paired with a seven-speed dual-clutch automatic transmission, sending power to the front wheels only. Then there's a pair of TSI 2.0-litre four-cylinders powered purely by petrol. One comes with 201bhp and the other produces 262bhp, with four-wheel drive as standard on both. Above these are the two front-wheel-drive plug-in hybrids offering 200bhp and 268bhp outputs.

"Our car showed that Cupra should be taken seriously when it comes to interior fit and finish"

In both versions a 1.5-litre four-cylinder engine is linked to an electric motor, with juice coming from a 19.4kWh battery. Cupra quotes an all-electric range of up to 70 miles from a charge, which can be topped up at speeds of up to 11kW (AC) and 50kW (DC).

Our car was the more powerful of the two pure-petrol models, which produces 400Nm of torque. It's the same unit you get in the Volkswagen Golf GTI, so there's real promise when it comes to delivering a sporty drive. But this comes at the expense of fuel efficiency compared with the mild-hybrids, with the Terramar claiming a rather thirsty average of 33.6mpg.

In a straight line the GTI's engine was more responsive than the 268bhp 1.5-litre plug-in hybrid Terramar we recently tested. The 2.0-litre TSI is smooth throughout the rev range with little turbo lag, while there was a delay to the hybrid's response.

The engine does have to work a little harder than it would in the VW (or Cupra's Leon for that matter), with this version of the Terramar weighing 1,675kg – despite being 150kg less than the PHEV. The 0-62mph sprint takes 5.9 seconds and it feels sprightly enough on the road, but a BMW X1 M35i will beat it by 0.5 seconds on that measure.

We felt the plug-in hybrid Terramar was a little stodgy when enthusiastically driven. The petrol-powered alternative has less unwanted body movement in corners, and while it doesn't feature the clever torque-splitting differential from the VW Group's latest hot hatches, the four-wheel drive system offers a more secure foundation.

Yet the Terramar is a little devoid of adjustability in the bends. The steering is light and the front wheels respond well to inputs, but it's not brimming with feedback. Instead, what the Terramar is good at (in this 2.0-litre TSI 4Drive configuration at least) is leaning on the abundant levels of grip and reassuringly launching out of a corner.

The ride and refinement are as impressive as with every other VW Group car fitted with the DCC adaptive suspension system. It offers a wide range of damping to suit your driving preference.

This Terramar has a 540-litre boot, which can extend to 630 litres thanks to a sliding second row. The plug-in hybrid only offers 400 to 490 litres.

ON THE ROAD
The 262bhp turbocharged 2.0-litre engine offers spirited performance, while the DCC adaptive suspension can be altered to taste

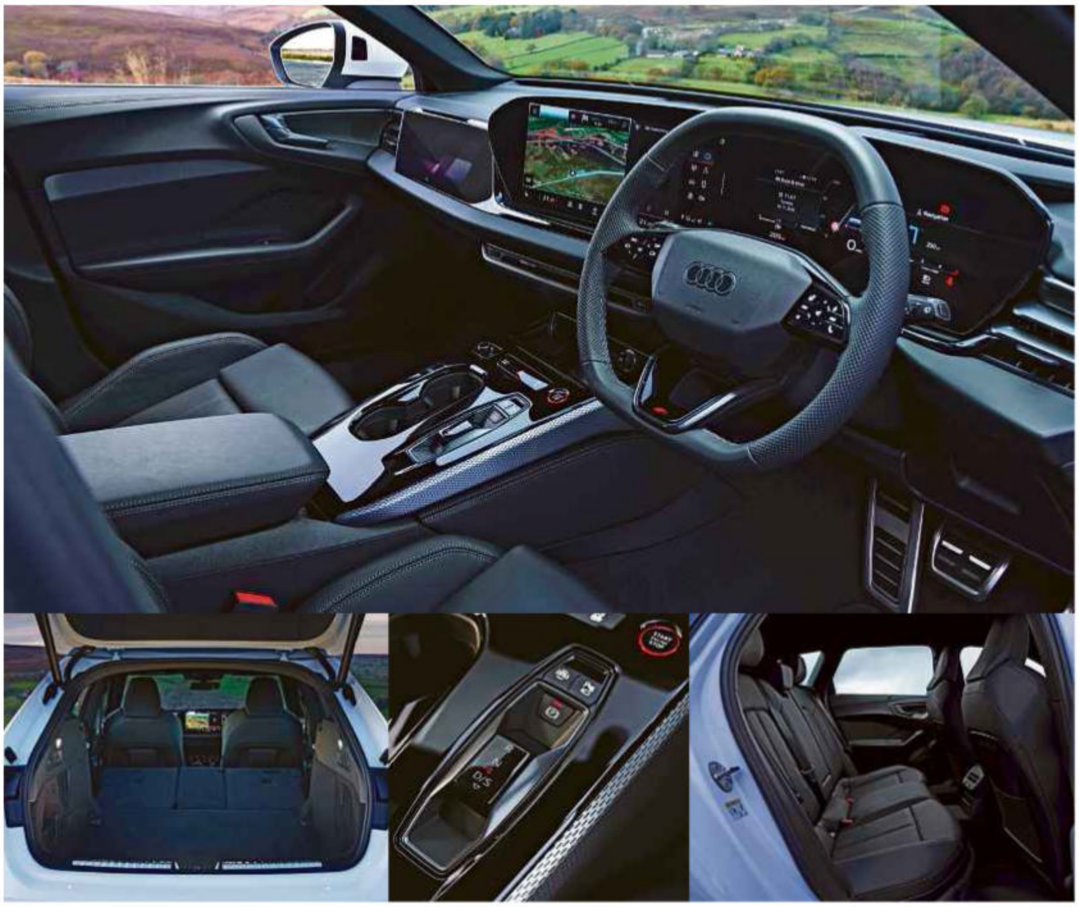
> "Terramar is good at leaning on the abundant levels of grip and reassuringly launching out of a corner"

Nathan Morgan

PRACTICALITY
Rear bench slides backwards and forwards to maximise either passenger or luggage space, which makes this family SUV more versatile

VERDICT ★★★★☆

WHILE the Terramar has some racy styling cues inside and out, it's no sports SUV. It's well equipped in the cheapest trim levels and has a range of powertrains to suit most buyers. The Golf GTI-derived engine has potential, but the cheaper, more fuel-efficient mild hybrids could be the best choice for buyers looking for an attractive family SUV.



INTERIOR By far the most appealing factor of the new A5 Avant is its spacious and clinically laid-out cabin, which oozes class and refinement

Steve Sutcliffe

Mail@autoexpress.co.uk

WHENEVER a car manufacturer like Audi goes the extra mile and produces a new platform – as it has with the A5 – it is invariably the workhorse models that benefit the most, and which represent the best value within the range.

How so? Because the lesser models come with all the fundamentals that underpin the more expensive versions – same new chassis, same new interior, same improved packaging and refreshing new design – but without the price tag to match. And in the case of the new A5 Avant TDI, the starting price of £48,850 appears to be highly competitive against like-for-like rivals.

The version we're testing here is the more expensive Edition 1. It costs £56,050, but other than its lowered chassis and plusher interior, it's essentially the same car as the entry-level TDI.

For this, you get a 201bhp/400Nm 2.0-litre diesel engine, sending power to the front wheels via Audi's excellent seven-speed S-tronic gearbox. This takes the TDI to 62mph in 7.7 seconds, with a top speed of 150mph. Go for the more expensive quattro (£50,375 in base form or £57,525 for the Edition 1) and the 0-62mph time drops to 6.9 seconds, also with a 150mph maximum.

The Edition 1 gets Audi's sport suspension, lowered by 20mm, and comes with 20-inch wheels as standard. All models benefit from the A5's new LED lights, but the Edition 1 also gets OLED rear lights with eight different lighting signatures.

Of greater significance is the excellent new cabin, plus the well shaped load area that is fundamental to this car's appeal. There are three seats in the rear, plus there's a decent amount of headroom and legroom when a six-foot passenger sits behind a six-foot driver.

The load area is well proportioned and square in shape. It has a competitive capacity of 448 litres with the rear seats up, rising to 1,396 litres with them folded. The tailgate is electric in all versions, while the load height is decent, with no notable lip.

There are three trim levels; Sport, S line and this Edition 1. All get the same cabin and dashboard design with strong equipment levels and leather sports seats appearing across the range. The Edition 1 gets a full suite of extras on top, including electric adjustment for the seats plus a third 10.9-inch TFT screen in front of the passenger.

It also comes with Audi's new Sound and Vision pack as standard (a £2,495 option in the Sport and S line models), which adds a superb Bang & Olufsen sound system with speakers in the headrests.

All models come with the A5's wraparound 14.5-inch OLED touchscreen as standard, with AI-powered navigation and infotainment that learn your habits and subtly adjusts the car's set-up to suit whatever it believes is your style, be that for

ON THE ROAD
On-the-limit handling isn't what the A5 is all about, but it still acquits itself well enough

Audi A

FIRST DRIVE In 2.0-litre TDI forn
the A4 and A5 shows that diesel

ESSENTIALS

Audi A5 Avant TDI Edition 1

Price: £56,050 **On sale:** Now
Powertrain: 2.0-litre 4cyl diesel MHEV
Power/torque: 201bhp/400Nm
Transmission: Seven-speed auto, front wheel-drive
0-62/top speed: 7.7 seconds/150mph
Economy/CO2: 53.3mpg/138g/km
Size (L/W/H): 4,835/1,860/1,476mm

> **"It feels refined and brisk, lively but never fast. Impressively sophisticated rather than outright fun"**

A5 Avant

mat, the replacement for both
engines can still be relevant

lighting or even navigation preferences. All models also get adaptive cruise control, park assist, lane assist and a reversing camera, while the range-topping Edition 1 gets massage seats, a panoramic sunroof and Audi's brilliant new head-up display – an option on the Sport and S line.

On the road, it feels refined and brisk, lively but never fast. The engine has lots of torque in the mid-range, while the steering, suspension, brakes and automatic gearbox provide a strong platform from which to enjoy the car's best feature: its cabin.

The TDI is not a car that enthusiasts will rush towards, but it does enough dynamically to provide enjoyment to whoever is behind the wheel. It's impressively sophisticated rather than outright fun, with an emphasis on ride quality over on-limit chassis precision, which is just the way it should be in a car of this type. Wind and road noise are kept to a minimum on the move, the most audible noises being a distant hum from the engine and a faint rumble from the 20-inch tyres.

And because of its mild-hybrid powertrain, which features a tiny battery at the back, the A5 TDI makes no noise at all on start-up, running on electricity alone for the first few hundred yards or, more notably, when parking.

It means you can start up and move away in near silence – something your neighbours will thank you for if you're an early riser.

Even so, the A5 TDI still produces 138g/km of CO2, which is clean by diesel standards but in a totally different ballpark to an EV or PHEV. But it also returns a claimed 53.3mpg on the combined cycle, giving a theoretical range of over 700 miles. That's better than any EV is capable of and is, alongside its new cabin and well packaged load area, perhaps the main reason to consider this car.

Until a full-hybrid model appears next year, the TDI Avant is the pick of a strong new range of A5s, and proves that diesel still has its place.

VERDICT ★★★★½

AS the replacement for the A4, the all-new Audi A5 Avant makes a lot of sense – especially in TDI diesel guise. It's practical and spacious, comes with an efficient mild-hybrid powertrain, and is arguably better looking than the saloon with which it shares its new PPC platform. It's also chock-full of excellent new technology, and feels well made. It's well worth a look if you can afford the premium price.

Chevrolet Corvette

FIRST DRIVE One of the few true American supercars comes with a magnificent engine and a sweet chassis

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

IF you were to list the new Corvette Z06's technical features, you'd swear it was 2014 in Northern Italy. Peel back the vivid orange skin and you'll find a naturally aspirated V8 petrol engine with a flat-plane crank, titanium connecting rods and an 8,600rpm red line, hooked up to a dual-clutch transmission, mounted in the middle of an aluminium-intensive chassis.

All of these elements are reminiscent of a period in Ferrari's recent past, when it created some of the all-time supercar greats, so why not take inspiration from the best? This was certainly Chevrolet's thinking when developing the new Z06.

The change between a historic Corvette, with its front-mounted engine, and the contemporary mid-engined C8 was a big one. Yet while the first mid-engined 'Vette certainly felt like a different car, it's the Z06 that really pushes forward the change. It does this not by packing a traditional small-block cross-plane V8, but a brand-new and totally bespoke, naturally aspirated, 5.5-litre V8, one with all the hallmarks of a highly strung engine from Modena, not a big, lazy V8 from Michigan.

The performance figures are thoroughly modern, though, with 661bhp at 8,400rpm and peak torque of 637Nm, sending the car from 0-60mph in 2.6 seconds and on to a 195mph top speed. Power is fed through the aforementioned eight-speed dual-clutch transmission to the rear wheels via an electronically controlled limited-slip differential.

A look at the chassis, meanwhile, reveals more details about Chevrolet's efforts to create a true American supercar. Remember, the Corvette had leaf springs on the rear axle only two generations ago. By contrast, the new car's suspension is a double-wishbone set-up front and rear, with completely revised geometry from the base C8 and a snazzy set of magnetic dampers – another feature from the Ferrari playbook.

But how does the Z06 feel when crawling out from a crowded, central-London underground car park? Amazingly, it's all remarkably civilised. One of the main compromises made to the European-bound Corvette Z06 is to the exhaust, because it runs a slightly more sound-restricted set-up shared with the lesser C8 Stingray. So not only is the exhaust itself quieter, but the full US-spec quartet of bazooka-sized outlets are also replaced with four smaller exits at the edges of the bumper.

The engine's low-speed manners are also remarkably tame. It has good low-speed throttle calibration and even the gearbox is pretty good at slipping through ratios without much fuss. The transmission does like to hold on to lower gears a touch longer than ideal in town, but this is largely due to the sky-high red line. It's not even bad on fuel (for a supercar), given that a day of mixed driving conditions saw an average of nearly 19mpg.

Also notable is the excellent low-speed ride, which deals with rough road surfaces well, while even the cabin is well appointed, with comfortable bucket seats and good levels of refinement.

The infotainment set-up leaves you feeling a little short-changed, though, with a small digital interface and some pretty basic graphics. Yet despite the initially bewildering layout of physical controls, it all comes to hand fairly intuitively – it's nice to see Chevrolet hasn't also copied Ferrari's terrible user interfaces from the 2010s.

To pass comment on the Corvette's fiddly touchscreen is to miss the point entirely, though, because the real question is whether Chevrolet has delivered on its promise of creating a car that drives with the sort of accuracy and engagement we hope for and expect from a supercar – and for the most part, the Z06 absolutely delivers.

Find yourself on a bigger road, switch through the various drive modes, and the engine and transmission wake up to finally feel like they're capable of producing the numbers. The engine builds in tempo and aggression with wonderful linearity, giving an incredible level of response at the top of the rev-band, backed up by whip-crack changes from the superb gearbox.

The performance at this level is off the scale, matched by brakes that offer superb feel and good levels of stopping power. Our test route, on narrow roads around Goodwood on a greasy winter's

ESSENTIALS

Chevrolet Corvette Z06

Price: £179,791 **On sale:** Now

Powertrain: 5.5-litre V8 petrol

Power/torque: 661bhp/637Nm

Transmission: Eight-speed dual-clutch auto, rear-wheel drive

0-62mph/top speed: 2.6 seconds/195mph

Economy/CO2: 22.8 mpg/377g/km

Size (L/W/H): 4,688/2,027/1,234mm

MID-ENGINED The new V8 engine is a transformation – hungry and eager, with the best responses at the top of the rev range

INTERIOR Corvette's cabin is surprisingly comfortable and refined, but touchscreen is fussy

e Z06

ON THE ROAD
Incredible performance is matched by a brilliantly responsive chassis, with three different steering settings

> “The performance is off the scale, matched by brakes that offer superb feel and good levels of stopping power”

Otis Clay

morning, certainly didn’t give the car the space it needed to really shine, but the quality of its dynamic performance was crystal clear.

It’s here that the steering’s accuracy was most appreciated, even if outright feel was a little lacking. We’re not, however, fans of the square steering wheel; this might well be a subjective thing, but by forcing you to hold and use the steering wheel in a certain manner, the Z06 knocks back one of its key sources of driver engagement.

We also think the steering weight is best left in one of its two lighter settings, because the top-tier Z mode adds too much synthetic weight, masking your ability to get a sense of how close you are to approaching the front axle’s limit of grip. The seating position is also a touch higher than we’re used to in a supercar, even for shorter drivers – and the car’s sheer size can be another inhibiting factor when driving on narrow UK roads.

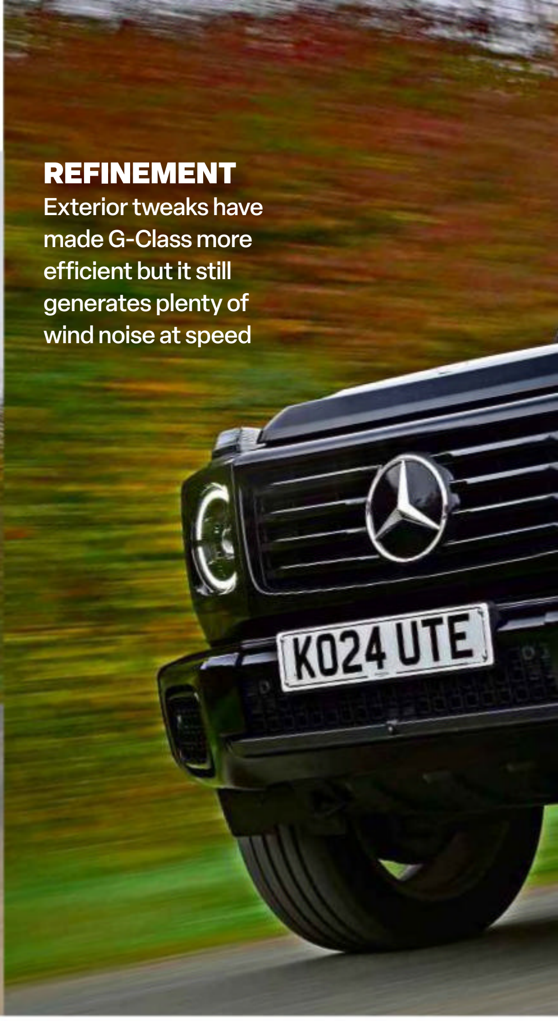
Overall, though, Chevrolet has done a quite astounding job of creating its interpretation of a modern American legend. In its local market, where a Z06 can be had for around the same price as a basic Porsche 911 Carrera, it also represents incredible value for money.

Here in the UK, though, its pricing starts at nearly £180,000, knocking back some appeal. Not that the Z06 needs any excuses – it really is a superb supercar – but you will need to say no to a range of very capable rivals to justify buying it.

HIGH-TECH TRANSMISSION
One of the Corvette Z06’s highlights is its eight-speed dual-clutch transmission, which offers super-fast changes yet is smooth around town

VERDICT ★★★★☆

CHEVROLET modelled the Z06 on some of the best supercars in recent times, and it delivers. It’s a big and ostentatious car for Europe, but the performance it offers matches that of just about any rival. It’s a stunning achievement in terms of design and engineering, and with one or two minor tweaks, could reach motoring perfection.



REFINEMENT Exterior tweaks have made G-Class more efficient but it still generates plenty of wind noise at speed

Merce

FIRST DRIVE Can the latest mil
design into the modern day? We

Alex Ingram

Alex.Ingram@autoexpress.co.uk

THERE are few cars that have gone through such a significant transformation of purpose as the Mercedes G-Glass. It was initially a rough and ready vehicle designed for the military in the seventies, and has since been transformed into a tough yet luxurious status symbol.

Key to this is that even though it looks similar to the original car, there's now a whole lot more complexity under the skin. A facelift last year brought a smattering of exterior tweaks, including a redesigned grille and bumpers. These changes have also improved aerodynamic efficiency, which is actually quite an achievement.

Clamber aboard and you'll see the latest version of the MBUX system displayed through a 12.3-inch touchscreen infotainment system, with digital dials appearing in front of the new steering wheel.

The thoroughly modern touches clash with some very dated behaviour on the road, while mild-hybrid tech is among the latest introductions. The 48-volt integrated starter-generator system means that the engine can switch on and off seamlessly when stopping and moving away, while offering an extra 20bhp electrical boost to improve responsiveness.

The engine itself is a 3.0-litre straight-six turbocharged petrol, which, combined with the e-motor, puts out 443bhp and 560Nm. Despite having to move around a whopping 2,665kg kerbweight, the G 500 will still accelerate quickly enough to surprise many a hot hatch. The engine is fantastic: smooth and peaceful in everyday driving, yet tuneful when you stretch its legs.

ON THE ROAD New powertrain makes G 500 brisk in a straight line, but when a corner appears, the Mercedes is all a bit too vague and clumsy

Unfortunately, braking and cornering are two areas in which the Mercedes does not excel. The steering is slow and vague compared with the set-up you'll find in a Range Rover, so a considered approach is required. The sluggish handling brings no comfort benefits, either – a Range Rover, a Land Rover Defender or a Bentley Bentayga are all much more comfortable. And on a motorway, wind noise in the Mercedes is still fairly pronounced at 70mph.

Buyers of cars such as the G-Class won't be the most concerned about day-to-day running costs, but for what it's worth, we found that on a steady motorway run, the G 500 would almost breach 30mpg. Proof, then, that the hybrid powertrain and reduced drag have at least brought about some small improvements.

Beyond all of this, there are other interesting pieces of tech that are new to the G 500, including a "transparent bonnet" feature. As with many Land Rover products, the camera system allows drivers to see what's directly under the wheels via the infotainment screen. This comes in handy in tight urban spaces, as well as for its intended purpose of avoiding off-road obstacles. And while we didn't take our G 500 too far off the beaten track, past

Pete Gibson

edes G 500

-hybrid tech drag a seventies
get behind the wheel to see

INTERIOR Dashboard features the latest Mercedes infotainment tech, and there's lots of room up front. But the rear seats are a bit short of space

experience leaves us in no doubt that it's a superb off-roader. How many owners will actually use their £146,095 SUV to tackle some seriously tough terrain is another matter altogether.

For a car that is almost five metres long and two metres tall, it really isn't that spacious in the second row, but the 640-litre boot is huge. Nevertheless, the sturdy leather-lined cabin combines well with a huge glass area and a seating position that puts you on an eye level with van drivers – being behind the wheel of a G-Class is a unique experience.

However, this G 500 feels like it's in a lost middle ground. We'd wager that most buyers at this end of the market wouldn't bat an eyelid on splashing out another £38,500 on the AMG G 63. And for a car where status and image are everything, anything other than the full-fat range-topper seems like a bit of a cop-out.

ESSENTIALS

Mercedes G 500 AMG Line Premium Plus

Price: £146,095 **On sale:** Now
Powertrain: 3.0-litre six-cyl petrol MHEV
Power/torque: 443bhp/560Nm
Transmission: Nine-speed automatic, four-wheel drive
0-62/top speed: 5.4 seconds/130mph
Economy: 25.0mpg
CO$_2$: 289g/km
Size (L/W/H): 4,863/2,187/1,969mm

VERDICT ★★★☆☆

WE understand the emotional appeal of the Mercedes G-Class, but it's a car that is far more about its image than day-to-day usability. A mild-hybrid powertrain – no matter how slick – and a great infotainment system don't change that much. If we had the money, we'd go the whole hog and have an AMG G 63, or if you want a posh 4x4 that drives well, get a Range Rover or Bentley Bentayga instead.

SKO
SLEE

With 477bhp, this one

Steve Sutcliffe

mail@autoexpress.co.uk

THE only giveaways are the slightly lower ride height and fractionally wider tyres. Otherwise, you could easily mistake this Sleeper Edition Superb for a regular Skoda Estate, albeit one that sports an unusually posh-looking dark green paint job. But looks, as they say, can be deceptive.

This one-off Superb Estate was commissioned last year by Skoda UK to celebrate 23 years of the model, which as of now is no longer available in third-generation form, with the fourth-generation model already having gone on sale last summer. It's what's known as a Sleeper car – or a Q-car in old money: essentially a wolf in sheep's clothing, as was originally written in the Bible's Sermon on the Mount ("beware of false prophets, which come to you in sheep's clothing").

Its 2.0-litre turbo engine has been tuned by Swindon-based REPerformance to produce a whopping 477bhp at 6,035rpm, alongside 661Nm. To achieve such eye-watering outputs, RE has fitted a much bigger Garrett PowerMax turbo, plus a high-spec intercooler kit and a custom-made exhaust. Although no official performance figures are available, take it from us… this car is somewhat quicker than it looks.

RE has also comprehensively modified the chassis to make the Sleeper Edition Superb handle corners – and stop – with every bit as much conviction as it goes in a straight line. You can spot the lower ride height if you look closely, RE having fitted new springs and dampers all round, along with much bigger AP Racing brakes at each corner.

"YOU COULD QUITE EASILY TRANSPORT YOUR FAMILY AROUND IN IT AND NOT ONE OF THEM WOULD HAVE A CLUE HOW QUICK IT IS"

On top of this, you'll also find a fat, sticky, 19-inch Yokohama Advan A052 tyre nestling within each wheelarch. Together with the upgrades to the engine, exhaust, brakes and suspension, these provide the icing on the cake. One that already benefits from the standard Superb's Haldex four-wheel drive system.

Visually – and audibly – the Sleeper is endearingly subdued. It wouldn't be a Q-car if it sported a mad exhaust, or racing stripes along its doors, but the sound it *doesn't* make is particularly subtle. Until you give it some welly, you'd have zero idea how potent this car is, or how fast it is when full boost is unleashed. Again, that's all part of the Q-car appeal. Most of the time, most people will have no idea exactly what this car is capable of.

Even the interior provides few clues to its potential. Open the door, climb inside and you're greeted by the same high-end cabin that greets any other Superb Estate driver, albeit one that's been specified with the most luxuriant Laurin & Klement options. The leather on the seats is high in quality and strong on comfort, the boot space is as vast and impressive as it is in any other third-generation Superb Estate, but even once you're behind the wheel you still have no idea what lurks beneath.

Not to begin with – to a point where you could easily transport your family around in this car (including all their luggage) and not one of them would have a clue how quick it is, although they might wonder why you always have to find a petrol station with 99-octane petrol. This alone is pretty much the only real compromise demanded by the Sleeper's highly tuned but, otherwise, pretty normal feeling and sounding 2.0-litre turbo petrol engine.

But then you find a quiet, ideally dry, stretch of road, with nothing but yourself and your conscience for company. Casually, you press the drive mode button to the right of the gearlever to select Sport. Maybe you decide to nudge the gearlever over to the left, out of D, so you can work the gears manually via the paddles at the same time. The instant you press Sport mode you notice the engine downshifts one gear automatically, the throttle map having altered alongside the map for the exhaust, the DSC system and the seven-speed dual-clutch gearbox. Even so, there is still no great sense that you're sitting inside anything other than a well specified, perfectly refined Superb Estate.

But then you put your foot down in third gear, the boost builds seemingly in half a heartbeat and – badoosh – all hell is let loose from beneath the bonnet, with the Sleeper catapulting you at the horizon as if it's just been unleashed from the ▶

MODEL TESTED:

Skoda Superb Estate L&K 'Sleeper'

Powertrain:	2.0-litre turbo petrol
Power/torque:	477bhp/661Nm
Transmission:	Seven-speed auto, 4WD
0-62mph:	4.0 secs (estimated)
Top speed:	155mph
Size (L/W/H):	4,862/1,864/1,416mm

DA’S ‘SUPERB’ EPER SURPRISE

-off Superb Sleeper is rapid enough to give sports car drivers nightmares

SUBTLE
REPerformance has upgraded the Superb’s suspension, fitted AP Racing brakes and added a free-flowing (but extremely quiet) exhaust

INTERIOR
Superb's cabin feels very classy indeed, with sumptuous leather upholstery and all the tech you could need

> **"YOU'RE SUCKED TOWARDS THE HORIZON BY AN ENORMOUS BUT NEAR-SILENT FORCE, UNTIL THE REV LIMITER INTRUDES"**

far end of a NASA-spec bungee cord. The acceleration is instant and very, very strong. The sound, though, is still weirdly subdued – there's no eruption of exhaust bangs or crackles as all the beans are unleashed from the tin.

Instead, you're just sucked towards the horizon by an enormous but near-silent force until the rev limiter intrudes (which is very easy to hit by mistake, so fast do the revs build even in fourth gear). At which point, you'll want to flick the upshift paddle and the madness will continue, seemingly at the same rate, no matter which of the first five gears you happen to be in at the time.

The first time you experience the Sleeper on full reheat is actually quite shocking, because even though you are expecting it to be quick, having read the spec sheet, there is no way you can expect it to be this quick. Or, indeed, this good at being able to dump all its power onto the road surface, and accelerate so hard with such little drama.

Yet you quickly become addicted to its thrust and, inevitably, you soon want more of it. After a while longer you realise that the best range is between 3,500-5,000rpm in a high-ish gear; that's when the effects of all 661Nm of torque feel most devastating. This is when the Sleeper appears to go hardest of all. It really is rocket ship-fast in the mid-range. So much so that it could, you suspect, embarrass most badly driven supercars across country given how incisive its chassis also is, without which you'd never be able to deliver all that power so efficiently to the road below.

And in the end it's probably the chassis, rather than the engine, that defines the Sleeper, and makes it so unusual. Lots of tuned cars have powerful engines, but not many of them are able to deploy that power so properly, and turn it into such usable, real-world performance. But the Sleeper manages to put all of its 477bhp on the road with such ease – and still feels so composed in the process – that you come away from it wishing it had 600bhp. Because you know the rest of the car could take it.

For a one-off skunkworks car, it is some statement. It's also some high note for the third-generation Superb to go out on. Not that you'd have any idea how high it can go or how fast it is – or how good to drive it is, period – unless you were told. And that's just how it should be with a great Q-car. Under the radar. On the QT. In a place that most folks haven't a clue even exists.

AEX VERDICT ★★★★☆

ON the surface, it looks like a regular Skoda Superb Estate, but don't be fooled. Beneath its familiar exterior lurks a 477bhp engine and a tuned 4WD chassis that make this Sleeper Edition Superb one of the fastest real-world cars money can't buy. We love it!

do88
Performance
#LF-190, VAG EA888 Performance intake system

VOLVO 850R

WITH 250bhp from a five-cylinder turbo, the 1993 850R was miles faster than it appeared. Except for the BTCC versions, which looked insane.

OUR TOP 10 Q-CARS

Here's a selection of other great Q-cars; some you will have heard of, some perhaps not...

LANCIA THEMA 8.32

A REGULAR Lancia Thema from the outside, except for a small retractable boot spoiler, but with a flat-crank Ferrari V8 in its nose – and enough performance to scare a contemporary Porsche 911.

MERCEDES 500E

ON the surface a W124 with slightly blistered arches from 1990, but it had a 322bhp 5.0-litre V8 and was built by Porsche. It became known as the E500, yet the 500E was always the original.

AUDI S6

THE C6 S6 looked extraordinarily like any other run-of-the-mill Audi A6 – except that under its bonnet it had a detuned V10 powerplant from a Lamborghini Gallardo.

BMW M5

THE F10 M5 that was sold from 2011-2016 was the first turbocharged M5. It was also perhaps the best M5 of all when it comes to the discretion/speed ratio.

POLESTAR 2 LRDM

MAYBE the most effective Q-car money can buy, with 469bhp and 0-60mph in four seconds from a model that looks like a modern-day Ford Cortina – maybe.

SKODA OCTAVIA VRS

EVER seen a grey Octavia vRS being driven very fast with four people on board? It'll most likely be an unmarked police car: best to leave it well alone.

AUDI A8 W12

BENEATH the body of this regular-looking A8 lurked a 6.0-litre W12 – in essence two VR6s bolted together to give 414bhp. Later A8s upped the power further.

BRABUS E V12

A W210 Mercedes massaged by Brabus to accommodate a 7.3-litre V12 engine pumping out almost 600bhp and a 200mph top speed. Enough said.

VOLKSWAGEN PASSAT W8

THE 2001-04 Type 3BG Passat came with a 271bhp 4.0-litre W8 engine. It wasn't a huge seller, but it remains one of the greatest Q-cars of all time.

BYD is known for its EVs, but how does its first plug-in hybrid to be launched in the UK, the Seal U, stack up against VW's Tiguan?

FUEL FOR

ESSENTIALS

BYD Seal U DM-i Comfort

Price from: £35,205

Powertrain: 1.5-litre turbo petrol plug-in hybrid, 214bhp

0-62mph: 8.9 seconds

WLTP efficiency: 50.5mpg

Claimed EV range: 78 miles

Annual VED: £180

Volkswagen Tiguan eHybrid Match

Price from: £42,730

Powertrain: 1.5-litre turbo petrol plug-in hybrid, 201bhp

0-62mph: 8.2 seconds

WLTP efficiency: 51.4mpg

Claimed EV range: 77 miles

Annual VED: £590

Pictures: Pete Gibson

THOUGHT

BYD SEAL U vs VOLKS

Will low price be enough for Seal U against established VW rival?

CHINESE manufacturing giant BYD has already proved that it can build pure-electric cars that are capable of competing with the class best. But what happens when you add a combustion engine into the mix?

The BYD Seal U is the company's first plug-in hybrid model to be launched in the UK, and it follows a popular formula, because the tech is packed into a family-sized SUV body. A large battery should help it to travel a fair distance on electric power alone, but does the package unravel once the petrol engine kicks in? To find out, we're pitching BYD's newcomer against the third-generation Volkswagen Tiguan, which comes with VW's second-generation plug-in hybrid tech.

This features a bigger battery than before, along with a more efficient petrol engine. On paper the standard Tiguan eHybrid is a close match for the Seal U in terms of performance and efficiency.

One area where they do diverge is on price, with the whole Seal U line-up undercutting even the entry-level Tiguan PHEV. Low asking prices are expected to be a selling point for many Chinese newcomers, so does the Tiguan offer enough to justify its higher tag?

CONTENDERS

BYD Seal U

BYD'S first plug-in hybrid is based around a 1.5-litre turbocharged petrol engine and comes in three power outputs depending on which trim level you choose. Two models are front-wheel drive, while the top-spec version features four-wheel drive.

Interestingly, all three models (Boost, Comfort and Design) have the same specification, so even the standard car is generously equipped. It's just the different power outputs that separate them, so all three look identical inside and out.

HEAD TO HEAD

ON THE ROAD

WHILE the BYD steers, stops and goes, there's an inert feeling to the controls that means you receive next to no feedback from your inputs. Bumps are heard more than felt, but the ride is also quite wallowy and uncontrolled.

The Tiguan is a lot more positive, with sharper steering that delivers better feedback and a ride that can be on the firm side in higher specs. But it has far better body control in corners.

TECH HIGHLIGHTS

BYD's rotating touchscreen puts in an appearance in the Seal U, but as with other cars with the set-up, once the novelty has worn off, you keep it one position – usually landscape.

The Tiguan's 12.9-inch screen doesn't move and isn't as large, but it's more user-friendly. There are clearly labelled shortcut buttons and a sharp display, while separate climate controls mean you don't have to switch screens to use them, as in the BYD.

PRICE AND RUNNING

VALUE pricing is a major attraction of the Seal U, but everyday costs are a mixed bag. If you don't charge the battery, then official fuel economy is slightly poorer than the Tiguan's, while a Group 50 insurance rating for top-spec cars will hit the cost of cover.

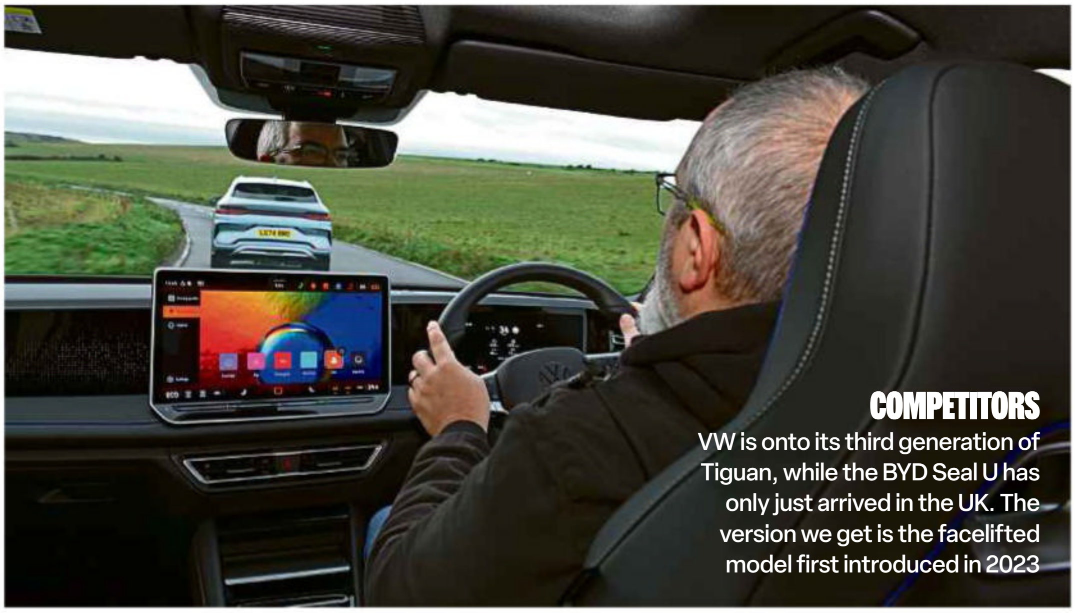
The VW's list price means the luxury-car road tax levy applies, but a smaller fuel tank means the petrol-only range is shorter than the Seal U's.

SWAGEN TIGUAN

Volkswagen Tiguan

THERE'S greater variety in the Tiguan line-up. Mild-hybrid petrol and 2.0 TDI diesels are also offered alongside the eHybrid tested here, although even those cars are more expensive than the cheapest version of the Seal U PHEV.

The Tiguan eHybrid is offered with 201bhp and 268bhp outputs, and the latter available exclusively in R-Line trim. The plug-in model also comes in Life, Match and Elegance specifications, while option packs are offered as well.



COMPETITORS
VW is onto its third generation of Tiguan, while the BYD Seal U has only just arrived in the UK. The version we get is the facelifted model first introduced in 2023

PRACTICALITY

THE Seal U is a larger car than the Tiguan, but better packaging means that the VW isn't far behind its rival for passenger space in the back.

Boot space is actually smaller in the BYD, at 425 litres, compared with 490 litres in the Tiguan, while the latter has a lower load lip and a wider floor.

Both cars have three sets of Isofix child seat mounts, with two in the back and another set for the front passenger seat.

SAFETY

BOTH cars have been awarded a five-star safety rating by Euro NCAP. The BYD earned a slightly higher percentage score for adult occupant safety, while the Tiguan was marginally ahead in every other category.

There are plenty of warning beeps in both cars, but deactivating them is a longer process in the BYD because of the menu system – the Tiguan's shortcuts take you directly to the relevant screen.

OWNERSHIP

BYD has only been selling cars in the UK for a little more than 18 months, so it's still too early to report on how the after-sales experience is shaping up for buyers. Long warranties should offer peace of mind, though.

What is certain is that VW owners aren't as impressed with their cars as they should be, with the marque regularly appearing at the lower end of the Driver Power ownership satisfaction survey.

IN China the BYD Seal U is known as the Song Plus, a car that has been on sale there since 2020 and is the company's best-selling model. The Song Plus was facelifted in 2023, and that's the model we get in the UK as the Seal U DM-i, where the 'U' stands for utility (to differentiate this model from the Seal electric saloon), and DM-i signifies the 'Dual Mode' PHEV powertrain.

The main talking point of the Seal U is its price. Starting at around £33,000, this plug-in hybrid model undercuts even conventional combustion-engined versions of established rivals, while the kit list is similar to that of a high-spec machine costing thousands more.

ENGINES & PERFORMANCE 4.3/5★

THERE'S just one powertrain option in the BYD Seal U, but it comes in three different configurations depending on which trim level you choose. The system comprises a 1.5-litre turbocharged four-cylinder petrol engine, one of BYD's Blade batteries (as used in its EVs), an electric motor and a CVT-style transmission that manages the energy flow between the two power sources and the wheels.

The Boost model has a combined output of 214bhp and 300Nm of torque, while an 18.3kWh battery offers a claimed range of 50 miles. The mid-range Comfort has the same engine, but the battery is bigger, at 26.6kWh, and has a claimed range of 78 miles.

At the top of the range, the Design model has an electric motor on each axle for a total system output of 319bhp and 550Nm of torque. Installing a second rear motor takes up space at the back of the Seal U, so the smaller 18.3kWh battery is fitted, and this offers an all-electric range of 43 miles on this more powerful model.

Acceleration is brisk in the 214bhp models, with a 0-60mph time of 8.9 seconds quoted. The four-wheel-drive model manages it in 5.9 seconds, which is extremely rapid for a car that has a gross weight in excess of 2.5 tonnes.

DRIVING 3.0/5★

WHILE the Seal U doesn't throw up any quirks from behind the wheel, it's not enjoyable to drive and offers zero involvement.

AROUND TOWN A tall driving position offers a decent view forwards, although parking sensors and a 360-degree camera system provide reassurance when manoeuvring this relatively large family SUV. The sloping nose can make it hard to judge where the front of the car is, while the back window is narrow, which restricts rearward vision.

Refinement at low speeds is at its best in full EV mode, but when the engine does fire up, it's largely unobtrusive at lower revs. The Seal U's powertrain is biased towards the electric motor, which makes 194bhp when compared with 95bhp from the petrol engine. As a result the powertrain offers the feeling of a range-extending hybrid because it uses electric drive most of the time, but when the engine does cut in, its revs do match the car's road speed.

A & B-ROADS Go a little faster, and the shortcomings of the Seal U's chassis become apparent. The ride is soft and wallowy over a typically bumpy British A-road, with plenty of body movement, both back and forth and side to side. The car's heavy kerbweight translates into roll in corners, while the steering is devoid of any feedback, so fast changes of direction are not the car's forte.

Power delivery is fine at these speeds, with the electric motor providing most of the acceleration, although if you do need petrol back-up, there is a slight delay in its response. Sport mode lets the engine run for longer to smooth things out, and this also puts a small amount of energy back into the battery, too.

MOTORWAY The remote, floaty sensation of the BYD's suspension helps it to be relatively refined at motorway speeds, while cat's eyes and expansion joints are heard more than felt when running over them. However, this also emphasises the lack of feedback that comes through the steering wheel.

Accelerating up to speed on slip roads sees the engine revs soar and a harsh note from under the bonnet, but that is only really noticeable because the cabin is so quiet the rest of the time. Wind noise from the door mirrors starts at around 60mph, but otherwise the cabin is a refined place to be.

MPG & RUNNING COSTS 4.4/5★

LOW list prices will draw buyers to the Seal U, and on the whole, the everyday running costs should be manageable. As with any other plug-in hybrid, the fuel economy that you achieve will be determined by how often you charge the battery. With such a large difference in power outputs between the electric and petrol power sources, we'd recommend charging as often as possible.

This is a big car for the relatively low-powered engine to haul around, and while BYD quotes 50.5mpg with the battery depleted, we saw figures around 35mpg when driving on the motorway on petrol power alone – although this improved to the mid-40s at lower speeds as the electric system did more of the work.

EV RANGE/ BATTERY/CHARGING A full charge of the 26.6kWh battery in the Comfort model offers a WLTP range of 78 miles; the

BYD SE

Plug-in hybrid model sees BYD e

MODEL TESTED:
Seal U DM-i Comfort

PROS

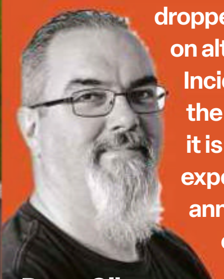
- Lots of car for the money
- Long standard equipment list
- Long EV range in Comfort trim

CONS

- Entirely forgettable to drive
- Harsh engine when pushed
- Uninspiring looks

TESTER'S NOTES

THE Seal U is the first petrol-electric model from BYD to be launched in the UK, but it's far from being its first combustion-engined car. When it launched in China as the Song Plus in 2020 it was petrol-only, with this PHEV version and a full EV variant arriving later. A facelift in 2023 saw the petrol model dropped, with BYD concentrating on alternatively fuelled models. Incidentally, while we don't get the electric Seal U in the UK, it is available in Europe. BYD expects that the recently announced Sealion 7 electric SUV will be able to meet UK demand.



Dean Gibson
Senior test editor

AL U

nter a brave new world in the UK market

DETAILS
Comfort-spec models have 19-inch alloy wheels, while the boot is smaller than the Tiguan's with the seats up or folded down

BYD SEAL U
DM-i

> **"THE SEAL U's EQUIPMENT LIST IS SIMILAR TO THAT OF A HIGH-SPEC MACHINE COSTING THOUSANDS MORE"**

smaller 18.3kWh pack delivers 43-50 miles, and according to the car's trip computer a test of the top Design model garnered a maximum range of 42 miles from a full charge.

BYD offers DC charging, but the maximum rate is only a modest 18kW. This can take the large battery from 30-80 per cent in 55 minutes, while the smaller pack takes 35 minutes to charge to the same capacity.

For AC charging, there's a maximum of 11kW available, which can take the small battery from 15 per cent to a full charge in two hours. The larger battery takes around three and a quarter hours to fully charge.

TAX Low emissions and a long EV range mean the Seal U is a competitive choice as a company car. It sits in the lowest Benefit-in-Kind bracket for plug-in hybrids (currently five per cent for the 2024/25 tax year), while the low list prices keep costs down, too.

That's also to the benefit of annual road tax (VED), because no model breaches the £40,000 mark for the luxury-car supplement. Adding plug-in drive to most of the Seal U's rivals sees them break that barrier quite easily.

INSURANCE The BYD Seal U sits in some quite high insurance groups, ranging from 32 for the two-wheel-drive models to 50 for the powerful top-spec car, which is on par with models such as the Porsche Macan. Closer rivals such as the VW Tiguan sit five or more groups lower.

DEPRECIATION Residual values in the 50-55 per cent range are decent for a new car from what is still a relatively unknown brand. To put that into perspective, the latest VW Tiguan in plug-in hybrid guise has residuals that are in a similar ballpark.

INTERIOR & TECHNOLOGY 4.0/5★

THERE'S lots of kit on board and a clean layout with a few touches to help it stand out, while material quality is decent for the price.

DESIGN The BYD Seal U has a fairly generic five-door SUV shape. It's a large car – longer than a Skoda Kodiaq and with a similar profile – but the smooth nose and tailgate light bar are parts of a template that has been used by a number of other new SUVs from China.

The cabin is inoffensive, with synthetic leather trim boosting the quality of the dashtop, centre console and seats, while brushed aluminium and gloss-black trim add to the premium feel inside.

QUALITY There's a solid feel when you open and close the doors, while the drive selector and major controls all feel good to use. The grille-style air vents at either end of the dashboard feel a little flimsy to use, but overall the cabin seems solid, with no squeaks or rattles from the interior trim.

TECH AND INFOTAINMENT BYD has fitted its party-piece rotating touchscreen to the Seal U. The whole display turns through 90 degrees from landscape to portrait, although as in other models fitted with this set-up, you'll probably turn it back and forth a couple of times before deciding which layout you prefer.

In portrait mode the screen sits quite high on the dashboard so the bottom edge clears the air vents located beneath it, although it's not tall enough to obscure your view out.

PRACTICALITY 4.2/5★

THE Seal U is a big car with decent rear-seat space, although some boot capacity has to be sacrificed to the plug-in powertrain.

FRONT SPACE The relatively tall centre console divides the cabin in two, but there's plenty of room up front to get comfortable. The storage bin is deep as a result, while twin cup-holders and a pair of wireless smartphone charging pads also feature.

The door pockets aren't the biggest around, and while the glovebox is integrated with the fold-down flap, it's a decent size and shape.

REAR SPACE Where the Seal U scores big is for back-seat space. There's lots of legroom and the cabin is wide, so fitting three across the back will be fine. The middle seat is a bit narrower and firmer than the other two, but the flat floor means there's no fight for foot space. This is doubly useful because the front seats are mounted low, so there's no room beneath them. All versions come with a panoramic roof as standard, but this doesn't have a detrimental effect on headroom.

BOOT SPACE A high load lip is your first obstacle when it comes to loading the boot, while a capacity of 425 litres is more on a par with a compact hatchback than rival SUVs. The limited capacity can be attributed to the hybrid running gear, but the VW Tiguan PHEV has a more useful 490-litre boot.

The Seal U only has a small amount of under-floor storage, too, so charging cables will likely need to be carried in the main boot.

RELIABILITY & SAFETY 4.5/5★

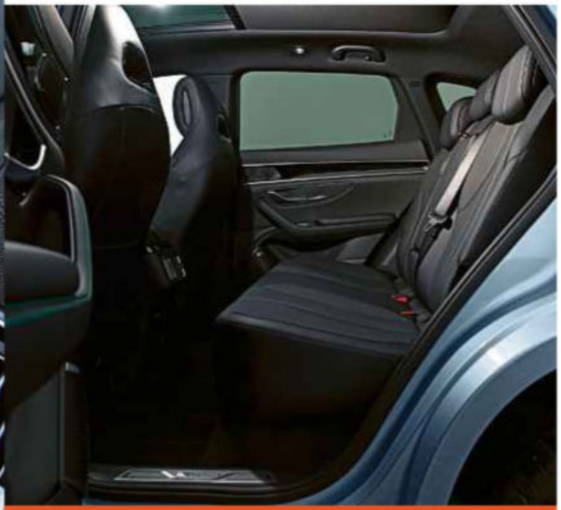
WHILE BYD is still a relative newcomer to the UK market, it's been building cars in China for nearly 20 years. The Seal U benefits from this experience, as well as sharing parts with other models in the firm's current line-up.

Euro NCAP tested the Seal U in 2023, and the car earned a five-star safety rating. It had

CABIN
Clean interior layout features artificial leather and metal trim. Material quality is good for the price tag

REAR SEATS

Decent legroom and width mean space in the back is decent. Even the car's panoramic sunroof doesn't have an impact on headroom



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5.2 + 47.9 = 41.5
kW·h/100miles
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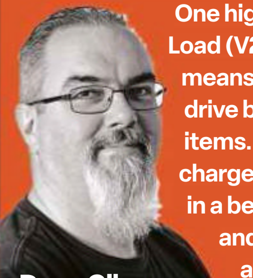
mpg
20
60
0
mph
0 miles
OK
413 miles
TRIP HEV

TESTER'S NOTES

VIRTUALLY all of the tech on the Seal U is controlled via the touchscreen. We'd like a few more buttons for the most frequently used functions, especially the climate controls – there are quick settings at the bottom of the screen, but you need to use the menu system for anything else. One highlight is a Vehicle-to-Load (V2L) function, which means you can use the BYD's drive battery to power auxiliary items. The car has a two-way charge socket, so simply plug in a bespoke extension lead and you can connect any three-pin plug.



Dean Gibson
Senior test editor

ON THE ROAD

While there are no problems with the way the Seal U goes about its business, it offers no involvement for the driver. The ride can wallow on faster A-roads, but this helps make it smooth when cruising on a motorway

> "WHILE BYD IS RELATIVELY NEW TO THE UK, IT'S BEEN BUILDING CARS IN CHINA FOR NEARLY 20 YEARS"

strong scores across the board, while standard equipment includes front and rear cross-traffic alert, blind-spot detection, lane-departure prevention, adaptive cruise control and three sets of Isofix child-seat mounts.

WARRANTY 4.5/5★

A GREAT way to allay fears about reliability is to offer a long warranty, and BYD covers the Seal U for six years or 93,750 miles (150,000km), while the battery and drive unit have eight years of cover and the bodywork is warrantied for 12 years against corrosion.

SERVICING 4.0/5★

SERVICE prices aren't available for the Seal U just yet, but the car comes with intervals of 24 months or 20,000 miles, so that should help counter more expensive costs elsewhere. ▶

THERE are diesel, petrol mild-hybrid and plug-in hybrid versions of the Mk3 Volkswagen Tiguan on offer, with the latter using the firm's latest eHybrid powertrain. This has been refined with the addition of a bigger battery and a more efficient petrol engine, and these deliver some impressive economy and electric range figures.

There have also been improvements inside when compared with the previous Tiguan, which was one of VW's best-selling models. There's more space and new tech, with the car featuring the company's latest infotainment controls, so changes that were made to the Golf Mk8 make an appearance. The range comprises standard, Life, Match, Elegance, R-Line and Black Edition trims, but not every engine is available with each variant.

ENGINES & PERFORMANCE 4.4/5★

PETROL power for the VW Tiguan comes from the company's 1.5 TSI turbo four-cylinder in 128bhp or 148bhp forms, with the former only offered in lower specs. Further up the range, a 2.0 TSI is available in R-Line and Black Edition models, with 201bhp or 261bhp and 4MOTION four-wheel drive as standard for both engines.

Diesel fans have access to a 148bhp 2.0 TDI in the majority of specs, while the eHybrid uses a 1.5 TSI petrol engine combined with an electric motor and 25.7kWh battery. The engine is largely the same as the petrol model's except it runs slightly differently to boost efficiency, while the electric motor is integrated into a bespoke six-speed twin-clutch gearbox.

Two power outputs are offered – 201bhp or 268bhp – although unlike the similarly powerful 2.0 TSI models, the eHybrids are front-wheel drive, as with the rest of the range. All versions of the Tiguan come with automatic gearboxes – there are no manuals.

DRIVING 4.4/5★

THERE'S a firm edge to the Tiguan's ride, especially in higher-spec cars, but overall it's comfortable and easy to get along with.

AROUND TOWN Responsive controls and sure-footed handling mean that the Tiguan is easy to drive in urban areas, although bumps do tend to thump into the cabin – smaller wheels should make things smoother. All versions come with front and rear parking sensors and a reversing camera, while higher-spec variants add kit such as a 360-degree camera and remote parking tech.

The eHybrid offers quiet and refined running when fully charged, and it's responsive to inputs without resorting to petrol power if there's enough capacity left in the battery. But once the engine does cut in, the experience isn't quite so smooth. The transition between electric and combustion drive is jerky, and at low speeds (when exiting a junction, for example) the VW can hesitate as it decides which power source to use.

The auto-hold handbrake adds to the jerkiness, because it needs a firm prod of the accelerator to disengage, which causes the Tiguan to lurch forward as the power comes in – we'd recommend leaving the system off for a smoother drive.

A & B-ROADS At higher speeds the Tiguan's firm ride softens off, and the car offers positive responses, with direct steering that is short on feedback but has decent weight. There's stiffer suspension for R-Line trim that feels a bit harsher than the standard car's, but for the best experience we would recommend upgrading to the £1,025 Dynamic Driving Package. This includes Adaptive Chassis Control that comes with adjustable dampers, which can be set from soft to firm and deliver far better comfort than the standard set-up.

The eHybrid favours electric drive as often as possible, but when the engine does cut in, it's by no means harsh. The extra weight of the hybrid system doesn't have much of a detrimental effect on handling, either.

MOTORWAY With a fairly even split in power delivery from the electric motor and engine, the Tiguan will favour electric drive even at higher speeds. It's only when accelerating on slip roads that the engine is most vocal, but even then it's far from being harsh.

The firm edge to the VW's ride is still present at motorway speeds. Higher-spec cars on larger wheels suffer from a bit of road noise, too, although it's not loud enough to make conversation with passengers difficult.

MPG & RUNNING COSTS 4.3/5★

PREMIUM aspirations mean that Tiguan prices are steeper than they are for some rivals. The eHybrid version commands more money for its plug-in technology, although everyday running costs should be decent.

Run the battery down, and once below 15 per cent capacity the electronics will favour petrol power to save the charge. Drive the Tiguan eHybrid like this, and you can expect fuel economy of around 35mpg. A small 45-litre fuel tank means the petrol range is short, further emphasising the need to charge the battery on a regular basis.

EV RANGE/ BATTERY/CHARGING Keep the 25.7kWh battery charged, and according to VW you should see an all-electric range of 77 miles from the 201bhp model, or 75 miles for the faster 268bhp car. When we tested the more powerful model in cold conditions, we

VW TIG

Third generation of big-selling SU

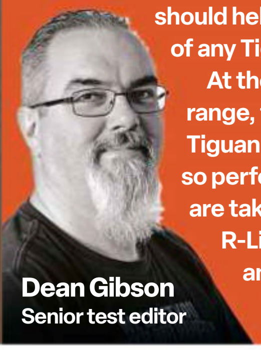
MODEL TESTED:
Tiguan eHybrid Match

PROS	CONS
Premium-feeling interior	Pricey in higher specs
Responsive chassis and powertrain	Jerky hybrid at low speeds
Rapid charging is included	Short range in petrol mode

TESTER'S NOTES

NOT many brands sell an entry-level model without a trim name, but that's what VW has done with the base Tiguan. It's only offered with the 128bhp 1.5 TSI engine, but it still comes with a 12.9-inch touchscreen, front and rear parking sensors and a reversing camera, while the 17-inch wheels should help it deliver the best ride of any Tiguan in the line-up.

At the other end of the range, there's no word on the Tiguan R making a comeback, so performance SUV duties are taken up by the 2.0 TSI R-Line, with 261bhp and four-wheel drive.



Dean Gibson
Senior test editor

UAN

UV benefits from latest eHybrid set-up

DETAILS
Tiguans in Match spec have 18-inch wheels that help to take the edge off the firm ride. Boot space is reduced over ICE versions, but still beats the BYD's capacity

> "RESPONSIVE CONTROLS AND SURE-FOOTED HANDLING MEAN THAT THE VW IS EASY TO DRIVE IN URBAN AREAS"

saw a maximum range of 55 miles from the car's trip computer.

Volkswagen equips its eHybrid powertrain with fast DC charging of up to 50kW, and from a powerful enough source the battery can go from 10-80 per cent capacity in 26 minutes. The latest-generation PHEV system also has 11kW AC charging (up from 3.7kW before), which can take the battery from flat to full in two and a half hours.

TAX Official emissions figures of 9-10g/km for the Tiguan eHybrid mean it's competitive as a company car. The more powerful model has similar figures to the 201bhp version, although high list prices counter that.

All eHybrid models cost in excess of £40,000, so the luxury-car road tax premium is applied, although its status as a PHEV knocks £10 off the annual cost for the first five years, meaning an annual charge of £590.

INSURANCE Adding a complex hybrid powertrain to the Tiguan sees insurance groups rise to the 27-31 range, which is six or seven groups higher than the less powerful petrol and diesel models.

DEPRECIATION Residual values in the 55 per cent bracket mean that the Tiguan eHybrid is a better performer than the combustion-engined versions of the car, which fall in the region of 50 to 53 per cent.

INTERIOR & TECHNOLOGY 4.3/5★

THE Tiguan's cabin has familiar Volkswagen overtones, but with minimal switchgear and most functions controlled via the central infotainment touchscreen.

DESIGN The exterior of the Tiguan takes some design inspiration from VW's electric models, and the cabin does, too. It features the brand's latest column-mounted drive selector – familiar from the ID range – while the centre console features a single rotary controller that can switch between audio volume and selecting the different drive settings.

QUALITY The fit and finish is decent inside, with soft-touch plastics and gloss black trim around the cabin and a flock lining for the door bins to stop items rattling around. Higher-spec cars feature LED ambient lighting across the dashboard and doors that can be changed to different colours.

TECH AND INFOTAINMENT The Tiguan's dashboard layout makes use of the touchscreen for most of its operations, with a 12.9-inch display as standard and a large 15-inch screen offered as an option. Both look sharp, with high-resolution graphics, while the standard-fit 10.25-inch digital dial cluster adds to the hi-tech feel in the cabin.

PRACTICALITY 4.5/5★

NEAT packaging means the Tiguan offers good space inside, although boot capacity is compromised in the eHybrid.

FRONT SPACE There's plenty of steering wheel and seat adjustment to find a decent driving position, while some versions of the Tiguan feature ergoActive seats that boost long-distance comfort.

Storage is reasonable, although there's no stowage room beneath the centre armrest – the space is open but features movable dividers that can be used as cup-holders and also feature a bottle opener. The front door bins are a decent size, as is the glovebox.

REAR SPACE Raised rear seating boosts the view forwards for back-seat passengers, but while the outer rear seats are roomy, the middle chair is a little cramped. It's not helped by the transmission tunnel getting in the way, but at least there's decent foot space under the front seats. Plus the seat backs can be reclined slightly for added comfort.

Three-zone climate control means those in the back can set their own temperature, while a pair of USB-C sockets are also included.

There are three sets of Isofix points for fitting child seats, two in the rear and one on the front passenger seat.

BOOT SPACE Compromises have been made to fit the eHybrid system into the Tiguan, and it's the boot the bears the brunt of this. A cargo capacity of 490 litres is well down on the 652 litres offered in the standard model, but that's still one of the better figures among its PHEV rivals, and an improvement on the Seal U's 425 litres. The VW's floor is level with the low load lip, too, which helps with access.

There's 40:20:40 folding for the back seats for added versatility, and the maximum capacity of 1,486 litres isn't bad. That's 164 litres down on the non-hybrid Tiguan, though.

RELIABILITY & SAFETY 4.5/5★

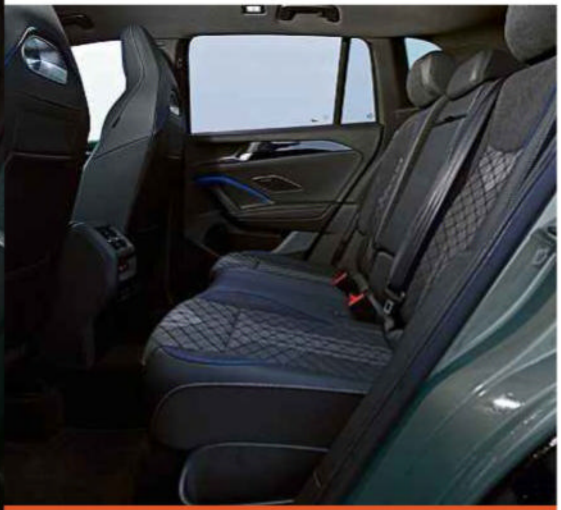
SINCE VW's eHybrid system is in its second generation, any teething troubles with the original set-up should have been ironed out. The system is also used in a number of VW Group PHEVs, so there should be strength in numbers in terms of dependability.

The Tiguan earned a full five-star Euro NCAP rating in 2024, with high scores in all categories. Every model features adaptive cruise control, driver fatigue detection, road-sign recognition, automatic main beam, lane-

CABIN
Fit and finish is good, but minimalist cabin means many functions are controlled via the touchscreen

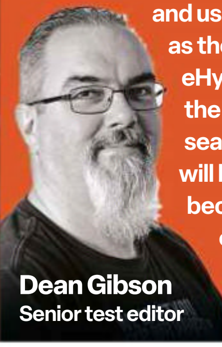
REAR SEATS

While the outer seats are fine, the middle one is more cramped, with the raised transmission tunnel not helping matters



TESTER'S NOTES

IF you're waiting for the return of the seven-seat Tiguan Allspace, you're out of luck, because it's not making a comeback. Instead Volkswagen is launching the Tayron in the UK as a separate model to rival the likes of the Skoda Kodiaq and Peugeot 5008. Yet it's the Allspace in all but name, and uses the same powertrains as the Tiguan, including the eHybrid. As with the Kodiaq, the plug-in Tayron will be five-seat only. In the US, the Tayron will be badged as the Tiguan, because the smaller model offered here won't be sold there.



Dean Gibson
Senior test editor

9:32
Please switch on light.
0
mph
13.0 °C
0%
Charge level
S1 READY
280 mi

START ENGINE STOP
Sport

ON THE ROAD

The Tiguan's powertrain is set up to favour electric power when possible. The firm ride is more noticeable in town on a motorway, but the Volkswagen isn't uncomfortable

> "SOME VERSIONS OF THE TIGUAN FEATURE ERGOACTIVE SEATS THAT BOOST LONG-DISTANCE COMFORT ”

change assist, oncoming vehicle braking and rear cross-traffic alert.

WARRANTY 4.0/5★

THERE'S a standard three-year/60,000-mile warranty with the Tiguan, which is behind the best cover offered by the likes of Hyundai, Kia and some Chinese brands, but you can add an extended warranty for extra cost. VW offers a hybrid battery degradation warranty that lasts for five years or 100,000 miles, but this is non-transferable beyond the first owner.

SERVICING 4.5/5★

VW offers service plans that suit your car and mileage, with an oil inspection service at 12 months, then a full service at 24 months or 18,600 miles, whichever comes sooner. A two-year plan for the Tiguan eHybrid costs £492. ▶

PRICES AND SPECS

	BYD SEAL U DM-i	**VOLKSWAGEN TIGUAN eHYBRID**
Our choice	Seal U DM-i Comfort	Tiguan 1.5 TSI eHybrid Match
Price from/price of our choice	£33,205/£35,205	£42,555/£42,730

POWERTRAIN AND PERFORMANCE

Engine	4cyl in-line/1,498cc	4cyl in-line/1,498cc
Power/torque	95bhp/122Nm	148bhp/250Nm
Electric motor	194bhp/300Nm	113bhp/350Nm
System output	214bhp/300Nm	201bhp/350Nm
Transmission	CVT auto/fwd	Six-speed auto/fwd
0-62mph/top speed	8.9 seconds/105mph	8.2 seconds/130mph
Fuel tank/battery capacity	60 litres/26.6kWh	45 litres/25.7kWh
MPG (WLTP comb/weighted)/range	50.5/706.8mpg/667 miles	51.4/703.5mpg/509 miles
WLTP all-electric range	78 miles	77 miles

DIMENSIONS

Length/wheelbase	4,775/2,765mm	4,539/2,679mm
Width/height	1,890/1,670mm	1,842/1,658mm
Rear kneeroom	700-930mm	615-855mm
Rear headroom/width	915/1,525mm	920/1,505mm
Boot space (seats up/down)	425/1,400 litres	490/1,486 litres
Boot length/width	925/955mm	873/1,000mm
Boot lip height	780mm	720mm
Kerbweight/payload/towing weight	1,995/410kg/N/A	1,866/544/1,800kg
Turning circle	11.0 metres	11.7 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£17,997	£23,618
Depreciation	54.2%	55.5%
Insurance group/quote/VED	32/£1,660/£180	27/£706/£590
Three-year service cost	TBC	£492 (2 services)
Annual tax liability standard/higher rate	£352/£703	£427/£854
Annual fuel cost (10k miles)	£1,478	£1,452
Basic warranty (miles)/recovery	6yrs (93,750)/4yrs	3yrs (60,000)/1yr
Driver Power manufacturer position	N/A	29th
NCAP Adult/child/ped./assist/stars	90/86/83/77/5 (2023)	83/88/84/78/5 (2024)

EQUIPMENT

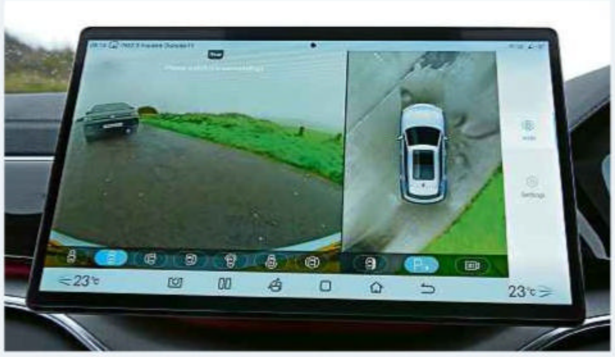
Metallic paint/wheel size	Yes/19 inches	Yes/18 inches
Parking sensors/camera	Front & rear/360 degrees	Front & rear/rear
Spare wheel/Isofix points	Repair kit/three	Repair kit/three
Keyless entry & go/powered tailgate	Yes/yes	No/no
Leather/heated seats	Synthetic/ventilated	£2,855/£840 pack
Screen size/digital dashboard	15.6/12.3 inches	12.9/10.25 inches
Climate control/panoramic sunroof	Two-zone/yes	Three-zone/£1,385
USBs/wireless charging	Four/two	Four/£1,130 pack
Wireless CarPlay/Android Auto	Yes/yes	Yes/yes
Blind-spot warning/head-up display	Yes/yes	Yes/£625
Adaptive cruise/lane-keep assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

BYD There are no extras on offer across the Seal U line-up, so you just need to choose if you want one in black, white, grey or pale blue. If you must have four-wheel drive, then the top-spec model is £4,700 more than our pick of the range.

VOLKSWAGEN To match the cheaper BYD you need to add the £840 Winter Pack for heated seats, the £1,130 Infotainment Pack Plus for wireless charging, £625 for a head-up display and £1,385 for the panoramic glass roof.

INFOTAINMENT



BYD Seal U 4.1/5★

15.6-INCH SCREEN | KEY FEATURE: CLOUD SERVICES

WITH so much real estate on offer with the Seal U's large touchscreen, it's a shame that BYD hasn't given more space to permanent controls. Many rivals do this, but here there's just a single narrow strip across the bottom with temperature settings at either end and six other shortcuts. One of these is to rotate the screen through 90 degrees, which seems like a pointless addition.

One useful feature is that the screen can be split in two to show different functions at the same time, either side-by-side or stacked vertically when in portrait mode.

Volkswagen Tiguan 4.4/5★

12.9-INCH SCREEN | KEY FEATURE: VOICE CONTROL

WHETHER you stick with the standard 12.9-inch display or upgrade to the larger 15-inch screen for £1,130 extra, the Tiguan's logical layout and menu system are easy to use, with climate shortcuts at the bottom and a strip across the top for quick access to common functions.

The sliding temperature and volume controls still need a knack to get them to work properly, though, while VW's "Hey Ida" voice control prompt is too easy to activate accidentally when in conversation with passengers.

> "THE SLIDING TEMPERATURE AND VOLUME CONTROLS STILL NEED A KNACK TO GET THEM TO WORK PROPERLY"

VOLKSWAGEN TIGUAN BEST FOR:
Packaging. The hybrid system compromises the boot, but there's more room than in the BYD, and passenger space is similar in a smaller car overall.

BYD SEAL U BEST FOR:
Equipment. If you like a long kit list, then the Seal U doesn't leave you short-changed. Factor in the low list prices and that makes it even more attractive.

RESULTS

WINNER ★★★★☆

Volkswagen Tiguan eHybrid Match

AUTO EXPRESS
ROAD TEST
WINNER
VOLKSWAGEN TIGUAN
JAN 2025
★★★★☆

THERE'S plenty of appeal with the Tiguan eHybrid. A long electric-only range will be ideal for local drives, while the combustion engine will come on stream to deliver more range when you need it. It's smooth to drive over long distances, too.

But you really need to charge the Tiguan to make the most of it, because once the battery has run down, the urban driving experience can become jerky. It's expensive in this company, but it's a far better car to drive and is well packaged to cope with family life.

INTERESTED?
Scan the code for further information

RUNNER-UP ★★★½☆

BYD Seal U DM-i Comfort

LOOKING at what you get for your money, the Seal U makes a strong case for itself, with a long kit list and sub-£40k prices that help to keep running costs down. There's lots of back-seat space, and the hybrid system works well to make the most of the electric drive on offer.

But the driving experience is a letdown. The soft suspension is fine when cruising, but the ponderous handling, lifeless steering and muted power delivery are clear shortcomings here. The smaller boot capacity is likely to limit its appeal as family transport, too.

INTERESTED?
Scan the code for further information

FIRST REPORT

LEXUS LBX

New compact hybrid cross pulled an UNO reverse card on us

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

LEXUS decided to give its new compact hybrid crossover a three-letter name – which it had done only once before, with the magnificent LFA. Sorry to get your hopes up, but that's probably the only tenuous link I'll be able to make between our new LBX and the firm's V10-powered supercar – but it was fun while it lasted.

The LBX is the brand's entry-level model. In the year it's been on sale it's been quite the success story; it's the best-selling Lexus overall, with 5,178 finding homes so far. The previous entry UX managed 1,297, and the evergreen NX SUV secured less than half the LBX's total, at 2,311. With 'LBX' standing for 'Lexus Breakthrough X' ('X' signifying crossover), the model seems to be living up to its name.

Our example certainly creates a visual impact – the Passionate Yellow finish is incredibly vibrant in the sunshine, and somehow even more eye-catching on a dull winter's day. It's also the only paint that is a no-cost option, so if you want the LBX in its cheapest form (the Urban starts at £29,995) you'll be getting a bright yellow car.

Our example, however, isn't the base spec. It's the Takumi, which sits behind only the top-spec Takumi Design and costs £39,555. That's quite substantial for something which utilises a platform and powertrain from a Toyota Yaris.

So what can we expect from the LBX over the coming months? This is where things get surprising, because my preconceptions of the car have been proven completely wrong, with the Lexus going in such a different direction it may as well be an UNO reverse card.

First up is the efficiency. The Yaris majors in this area, thanks to the flexibility of the hybrid powertrain and its ability to sip fuel. I thought the LBX would impress here too, considering its ties to the Yaris; Toyota promises 68.9mpg on the combined cycle.

Lexus claims a little less for the LBX, at 61.4mpg – understandable given the extra kerbweight (1,280kg to the Yaris's 1,090kg) and additional power (the LBX has the same 1.5-litre three-cylinder petrol hybrid, but with 134bhp rather than the supermini's 114bhp).

Despite our best efforts, however, we've struggled to match this, returning 48.1mpg so far. We've tested efficiency in various ways, singling out motorway and urban driving without success. There is, of course, the EV-only mode – although the 1.01kWh battery is small and only works at up to 30mph.

You also have to be ultra-sensitive with the throttle to not awaken the petrol engine. Plus it's rare that the battery and electric motor combination seems to be able to function alone, and regular 'EV drive mode unavailable' warnings are appearing on the dash.

Having looked at the receipt for the battery 'state of health' provided with the car's registration, I found out it was rated 'good' with a measured voltage of 263 – between the nominal output of 201 and the system voltage of 280. If there's no uptick in efficiency soon, I may request the services of Lexus to see whether there's some other issue at play here.

Another preconceived idea I had about the LBX was that it wouldn't be able to hide its Yaris underpinnings. However, while it feels similar to the Toyota in terms of power

BRIGHT IDEA
The appealing entry-level 'Lexus Breakthrough X' has become the company's best-seller in just a year. Its yellow paint finish comes as standard, with all other colours costing extra

PROS
Plush cabin
Plenty of kit in Takumi spec
Rides well

CONS
Thirstier than expected
Top-spec Takumi Design is pricey
Dull interior

MODEL TESTED:
Lexus LBX Takumi (FWD)

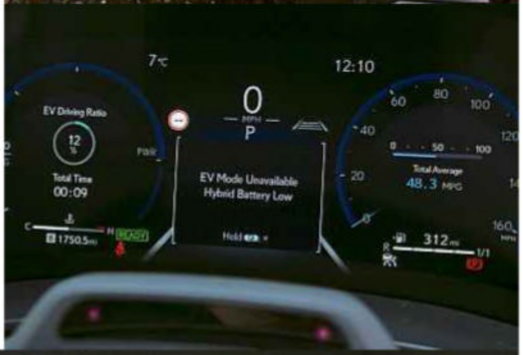
On fleet since:	Oct 2024
Price new:	£39,555
Powertrain:	1.5-litre 3cyl petrol plus electric motor
Power/torque:	134bhp/185Nm
CO2/BiK:	107g/km/25%
Options:	None
Insurance*:	Group: 27 Quote: £639
Mileage/mpg:	1,907/48.1mpg
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

delivery (despite the slight bump in bhp), the driving experience overall is undeniably deserving of the badge on the nose.

The LBX rides well, protects against any outside noise, and handles more neatly than its cousin from Toyota. As you'd hope, the interior is also several steps above what you would find in a Yaris. There's a padded feel to the leather-clad trim, nothing shakes or rattles as you go along, and everything seems incredibly well screwed together.

While admittedly the cabin does appear a little drab compared with the bright exterior, we reckon Lexus has done an amazing job in creating such a premium atmosphere from relatively humble beginnings.



DETAILS
Yellow paint (top) always looks bright – despite our man's best efforts. Meanwhile, the LBX's efficiency is not as good as indicated by the official figures. Time for further investigation?

VERDICT ★★★⯪☆

WE have been impressed by the quality of the cabin, considering just how much our LBX shares with the diminutive Toyota Yaris; it genuinely feels like a proper Lexus. Unfortunately, the car's relative inefficiency on the road has been disappointing, to the point where we think there might be an issue with the health of the battery.

> **"THE LBX'S DRIVING EXPERIENCE OVERALL IS UNDENIABLY DESERVING OF THE BADGE ON THE NOSE"**

SECOND REPORT

GENESIS GV60

Practicality rules the roost with our Korean executive SUV

LOADS OF SPACE
Boot space is decent (far right), while Andy's daughter (right) loves to extend her legroom

Andy Pringle

Andy.Pringle@autoexpress.co.uk

SPEAKING as a father, if there's one thing I need in a car these days, it's practicality. And the good news is that the Genesis GV60 provides plenty for my family.

To be honest, the head-turning EV gives us more than we really need, because my wife and I decided to stop expanding our family after just one child, and none of our daughter's hobbies require us to lug around masses of stuff. When she goes to football matches, she has only a few bits of kit to carry; most drama rehearsals need nothing more than a script and a few snacks; and when we go away, there's no problem fitting a couple of suitcases and a scooter in the boot.

It's true that the sloping roofline restricts the ability to carry really tall items, but that's never been a problem. Instead, I like the fact that the luggage-area floor is level with the boot lip, which makes loading and unloading easy, and that the charge cables can be kept out of sight in a neat under-floor compartment.

Our daughter, meanwhile, really appreciates that, as an only child, she usually has the back seat to herself – or herself and a specially invited soft toy. That means there's never any squabbling over space, and instead she can unfold the armrest and settle down with a bottle of something chilled in one of the handy cup-holders, and – more often than not on a long journey – an audiobook played through the stereo via Apple CarPlay.

Even in her child seat, she has plenty of legroom – although she wasted no time in finding one of the GV60's neat party tricks: a set of controls on the side of the front passenger seat that allow the rear occupants to adjust it from the back. This means our daughter can increase the amount of legroom available to her – albeit at the expense of her mother's legroom (and also her sense of humour) in the front seat.

Given how much luxury there is in the back – including heated seats – it'll come as no surprise that things are even more pampering up front. There's a huge range of adjustment on the driver's seat and steering wheel – all electrically operated, of course – which makes it possible to fine-tune the driving position to exactly the way I like it.

As the icing on the cake there's also a massaging function, and it's set up to automatically start doing its thing after I've been driving for an hour. It sounds like a gimmick that no one asked for, but I've come to really appreciate it on my regular trips to see family in Sussex.

Another thing I'm a fan of – indeed, I use it on every journey – is the array of parking-assistance systems. These include front and rear sensors, and an around-view camera. The latter, in particular, has been a godsend on many occasions, helping me squeeze what is quite a large car into tight parking spaces.

I've also been impressed with how most of the trim in the car has stood up to the challenges of both winter and a young footballer who loves crumbly snacks. Yes, there are a few muddy scuff marks here and there, and there's no hiding the dirt on the floor mats, but the pale upholstery still looks in remarkably good nick.

COOL CRUISER
Smart-looking executive SUV is a comfortable companion on long trips

MODEL TESTED:
Genesis GV60 Premium

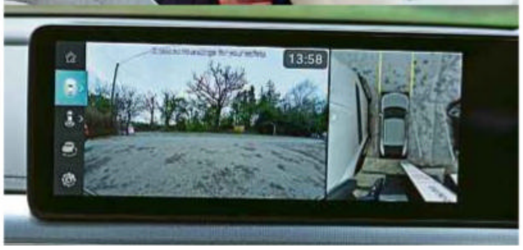
On fleet since:	August 2024
Price new:	£53,300
Powertrain:	77.4kWh battery, single e-motor
Power:	226bhp
CO₂/BiK:	0g/km/2%

Options: Auto-dimming door mirror (£80), Copper caliper colour (£280), Saville Silver exterior (£740), Vehicle-to-load pack (£880), Bang & Olufsen audio (£990), sunroof (£1,120) , Innovation pack (£2,810)

Insurance*:	Group: 40 Quote: £999
Mileage/mpg:	2,036 miles/3.7 miles/kWh
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS	CONS
Plenty of room	Lack of rear wiper
Comfortable seats	Firm low-speed ride
Great tech, with various controls	Large turning circle can be restrictive
Good cruiser on the motorway	Over-sensitive safety systems



"I'M A FAN OF THE GV60'S ARRAY OF PARKING-ASSISTANCE SYSTEMS"

VERDICT ★★★½☆

AS a family car the GV60 is coming up trumps. It has all the basics, such as a lot of space, and its excellent tech makes it easy to live with. Admittedly it isn't perfect – I'd like a smoother ride, a smaller turning circle and a rear wiper – but it's making this family man very happy.

FLEETWATCH

RENAULT SCENIC

IT'S a fact of EV life that you have to carry a charging cable in your car, but some models definitely do charging-cable storage better than others. Our Renault Scenic is one of the best out there, with an absolutely huge area under the boot floor.

The size of the space means you can casually drop in the Type 2 charging cable without worrying, and there's still loads of room for the emergency three-pin plug cable, as well as quite a bit of other stuff.

STEVE WALKER

SUZUKI SWIFT

OUR Swift has been the victim of a car park hit-and-run and, as now seems to be customary, no note was left.

I honestly feel bad for the little Suzuki, because this appears to be its reward for all the hauling it's done recently. Whether running to and from the shops, or lugging the proverbial kitchen sink from my parents' house to my new gaff, the Suzuki has handled everything I've thrown at it.

TOM JERVIS

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11 September 2024 39

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62 PRODUCT TEST FARADAY BAGS
Car key signal blockers

PRODUCTS

HOT KIT

Ring Jumpstart 5-in-1 Tyre Inflator & Jump Starter

Price: £119 **Contact:** *ringautomotive.com*

YOU might not be a scout or a guide, but you can be prepared with the latest addition to the Ring line-up, which combines five essential tools in one neat cordless unit.

Ideal for cars where storage is limited, the RPPLTC1000 combines a jump starter, tyre inflator, torch, USB power bank and a 12V socket in a design little bigger than an airport paperback – although it's a fair bit heavier at just under 1.8kg.

The jump starter is suitable for petrol engines up to 5.0 litres and 3.0-litre diesels with a 300A starting current and a 1,000A peak. It also has a boost function, which allows you to start cars with completely flat batteries. The starter, which uses the 12,000mAh battery, is also compatible with the latest engine start-stop systems.

The compressor comes with adaptors for car and cycle tyres, plus inflatables, and uses the LED display as the digital pressure gauge. It also features an auto-stop feature, automatically halting inflation at a pre-set level.

The torch, which features energy-efficient LEDs, is designed to illuminate night-time repairs and workspaces. It also has a flashing red light and SOS modes to warn oncoming traffic.

The lithium-ion battery can be used to revive phones, tablets and other electronic kit, too, plus the unit comes with a 12V socket adaptor to power car accessories such as vacuum cleaners.

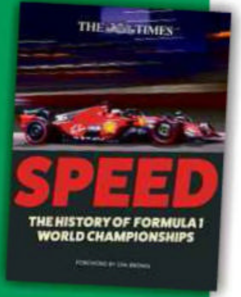
Ring says the unit can be fully charged from flat in four hours via USB-C and the 5-in-1 comes in a storage case to keep all of the accessories together.

BOOKS

Speed

Kevin Eason [Times Books, *timesbookshop.co.uk*]
Price: £30 **Rating:** ★★★★☆

HERE'S another F1 history book, collecting stories from 74 years of world championships all the way up to 2023. This one's pretty comprehensive and feels of high quality, with particularly excellent photography throughout – it's vibrant, colourful and looks great on a coffee table. There's plenty of nostalgia for F1 enthusiasts of all ages, with great insight from the veteran F1 reporter who's authored it. It also makes a good start for younger family members just getting into the sport, who want a bit of background info.



Formula 2: The Glory Years, 1967-84

Chris Witty, Jutta Fausel [*evropublishing.com*]
Price: £95 **Rating:** ★★★★⯪

AT nearly £100, this is a considered purchase, and it's certainly got niche appeal – not just because it's about Formula 2 racing rather than F1, but because it's about a specific set of years. Covering the two periods where engine capacities were hiked up to 1,600cc and then 2,000cc, author Witty has interviewed many of the protagonists to support a library of more than 500 photos, most taken by Jutta Fausel. It's beautifully produced (as you'd hope for the price) and is both good to read and handsome to display prominently.

Formula 2
THE GLORY YEARS, 1967-84

FIRST TEST

Muc-Off Cool Bag

Price: £100 **Rating:** ★★★★☆ **Contact:** *muc-off.com*

IF the grey days of January have got you thinking about weekends away when the weather warms up, you'll also need something to keep food and drinks cool – and we've been testing Muc-Off's solution.

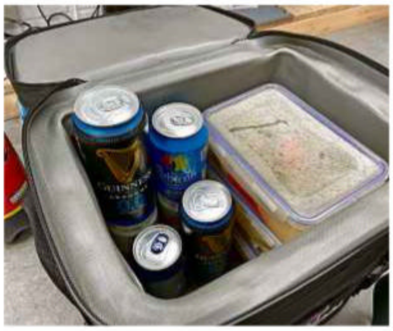
As we've seen before with the cycle kit specialist, it often thinks outside the box and its products work just as well on four wheels as two.

The same is certainly true here, because although this is called a bag, its thick, insulated fabric construction makes it much more like a box. There's a little give in the sides and the material is soft which, combined with the fabric carry straps, makes it great to carry over longer distances. This is helped in no small part by it weighing well under 2kg when empty.

There are loads of storage options on the exterior, including a slender, postcard-sized zipped pouch and an open version for a bottle opener or similar. There are bungee straps on the top too, as well as four looped strips on the front and back. The bag is also leakproof, so it can be filled with ice, but this means having a leakproof zip, which is very stiff.

The interior is ideally designed for cans, with little wasted space. You can fit 12 in each of two layers, which can be 330 or 440ml cans, although not two of the latter on top of each other.

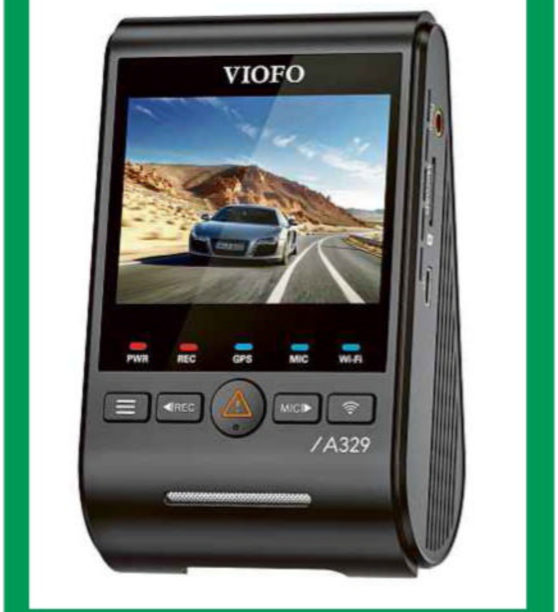
When we carried out an insulation test, the Muc-Off proved a match for the similarly priced Coleman 28QT Convoy. It's not cheap at £100 for just 15 litres of storage, but it is well thought out and good to use.



STORAGE Bag's leakproof interior (left) is not huge, but it is well designed and particularly good for cans. Exterior includes pouches for taking keys and bottle openers

> **"THERE'S A LITTLE GIVE IN THE SIDES AND THE MATERIAL IS SOFT WHICH, COMBINED WITH THE FABRIC STRAPS, MAKES IT GREAT TO CARRY"**

NEW PRODUCT



VIOFO A329 dash cam

Price: £400 **Contact:** *viofo.com*

THE latest addition to the VIOFO line-up raises the technology bar yet again with a cam delivering 4K footage at 60fps.

VIOFO claims this is an industry first, thanks to Sony's latest Starvis 2 video chip, which delivers ultra-smooth, crisp footage.

The A329 can be paired with a 2K rear camera, which also uses a Starvis 2 sensor, but a 5MP version, unlike the front's 8MP.

In addition, VIOFO claims the cam is the first to use Wi-Fi 6, which boosts working speeds by up to three times in the 5GHz band resulting in a one-minute 4K video being downloaded in less than 10 seconds.

According to the firm, the A329 is the first unit with SSD external support too, allowing up to three weeks' footage to be stored. Plus it can display footage on an iPhone or iPad.

Among its spec are familiar features like voice control and a parking mode to monitor the vehicle while unattended and record any incidents. There is integrated GPS tracking too, plus a circular polarising filter to reduce glare and enhance clarity.

To make its installation easier to hide, the twin-camera system uses 2.8mm slim coaxial cable plus miniature connectors.

The A329 costs £400, but look out for deals because the launch price was discounted. Adding the 2K rear cam adds £70 and you will need to budget for a memory card.

MINI TEST

Kim Adams

THE stream of new work lights isn't slowing, but are they just more of the same or do they break new ground in tech and performance?

To find out we tested new releases from NightSearcher and Laser Tools. The main and torch beams were rated in a blacked-out workshop, and we checked run time and the ability to get light where it's needed. We also wanted power-saving modes, battery state and charge indicators, plus impact and ingress protection. We also took into account charging options and price.

As a result we have a new favourite. The iSpector 400 edges past current top pick, the Philips Xperion 6000 Slim, by matching its performance at a lower price. Laser's Mini Work Lamp is also worth having and although the Pull-Out Laser makes a few too many compromises, it works fine if you want that neat pull-out design.

NightSearcher iSpector 400

Price: £24 **Rating:** ★★★★★
Contact: *nightsearcher.co.uk*

THERE'S lots to like about this new iSpector, not least that super-keen price. It may be around half the size of our current Philips Xperion favourite but its performance has not been trimmed to match. It punches out 400 lumens, 100 shy of the Philips, but in use it was hard to split them.

While there's a power-saving mode on the Xperion, the iSpector 400 has a dimmer to match output with run time. Where it really gives best to the Philips is the torch, which is no match.

The iSpector has no rear magnet, but there is a pocket clip. The magnet on the base is strong and the fold-and-twist LED blade can be used horizontally without the unit toppling off metal. An 80cm USB-C charge lead completes a great package and this is now our favourite work light.

TESTED Work lights

FROM £24 Inspection lamps are a vital piece of kit for any DIYer, but how do these new units from Laser Tools and NightSearcher compare?

Laser Mini Work Lamp

Price: £27.82 **Rating:** ★★★★☆
Contact: *lasertools.co.uk*

A MASSIVE 1,000 lumens is delivered by this compact work light, which is equally at home lighting large spaces or stuck on a bonnet illuminating a car's engine bay.

The hinged magnetic stand doubles as a clip, plus the unit can be screwed to a tripod, giving extra mounting options, although not as many as the hinged iSpector. There's a 500-lumens power-saving mode but we saw well over three hours' run time, albeit at ever-reducing output.

Laser Pull-Out Rechargeable Work Light

Price: £27.70 **Rating:** ★★★☆☆
Contact: *lasertools.co.uk*

THERE'S something old school about this pull-out design but there's nothing dated about its 500-lumens beam. Its big advantage is there's no fumbling for a power switch in the dark – simply pull it open and it's on.

It lasted just over two hours on full power in the durability test, but it's the mounting options that limit this unit's appeal because it topples off metal if the hinged LED is even a few degrees off vertical.

LASER
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FARADAY POUCHES

Which of these car key signal blockers is best at preventing relay theft?

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Hilka Pro-Craft Faraday Car Key Signal Blocker

Price: £7.99 (two pack) **Size:** 14 x 9cm **Rating:** ★★★★★ **Contact:** *screwfix.com*

AUTO EXPRESS BEST BUY 2025

IT might not have any fancy features, but the Hilka Pro-Craft Blocker is a no-nonsense pouch at a good price. Once we'd popped our keys into the rearmost of the two pockets and secured the flap with the full-width hook and fastener, there was no chance we were going to be able to open or start the cars. We couldn't find any trace of a Bluetooth signal, either.

The Hilka is small enough to be kept in a drawer or handbag, and at £7.99 for a twin pack, it represent great value.

Disklabs KS1 Faraday Bag Signal Blocker

Price: £24.99 **Size:** 12 x 10cm **Rating:** ★★★★☆ **Contact:** *fonefunshop.com*

AUTO EXPRESS RECOMMENDED 2025

AS you might expect at the price (double that of our Best Buy), the Disklabs KS1 has a real high-quality look and feel.

It's small, but the tough canvas pocket took our larger key and fob without an issue and totally blocked all signals once the large top had been folded over and fastened. There's a tab sewn in to make it easy to hang on a hook or attach a ring with other keys. The KS1 would be our top choice if cost wasn't a factor, but it's simply too expensive to beat the bargain Hilka.

Disklabs® Faraday Bag
made in the UK

Tom Barnard

CRIMINALS no longer go equipped with a crowbar and screwdriver to steal your car. The modern generation of crooks use sophisticated technology to bypass security systems, exploiting weaknesses to drive them away without even needing to break a window.

The most common hi-tech method is called relay theft, which uses boosters to amplify the signal from a keyless remote control. It means that a key left inside your house or even in your pocket when you're out and about can be used to open and start a car that is on your driveway or in a car park.

To protect your pride and joy, experts recommend keeping your keys inside a Faraday box or pouch, which blocks the signals. They vary in cost, size and quality, with some that are designed to fit in your pocket, while others are big enough to keep all the family's keys in one place. We've been putting six contenders to the test.

How we tested

WE know that these pouches can degrade in everyday use, leading to cracks in the signal-proof material. To simulate hard daily usage, we put key-like 62g weights in the pouches and put them in a tumble dryer on a cool setting for 30 minutes. This represents five movements per day for a year.

We then put keys for a 2024 Vauxhall Astra and a 2015 Nissan X-Trail into the pouches and attempted to open the doors and start the cars, in addition to checking for Bluetooth leaks through the material with Apple AirPods.

Features such as key chains gained extra points and we also scored the pouches on value, bearing in mind that many of the products are supplied in twin packs.

Verdict

ALL of the blockers we tried would make it much more difficult for a thief to boost your key's signal and use it to steal your car. But we would have expected them to prevent us opening and starting both models we tried, and some simply didn't. The Hilka did the job you'd expect at a great price, so takes the win. We loved the Disklabs KS1 but baulk at the price. Halfords Car Key Signal Blocker takes third place.

Halfords Car Key Signal Blocker

Price: £6 **Size:** 13 x 9cm
Rating: ★★★⯪☆ **Contact:** *halfords.com*

AUTO EXPRESS RECOMMENDED 2025

THERE'S nothing wrong with the Halfords blocker, because it is just about big enough for a larger fob and small bunch of keys. It blocked all the key signals, but did allow some Bluetooth through on the front panel, and it is difficult to seal completely when the pouch is full. There are no extra features, either, and rivals are better value.

Disklabs KSH KS3 Faraday Bag Signal Blocker

Price: £37.99 **Size:** 23 x 14cm
Rating: ★★★⯪☆ **Contact:** *fonefunshop.com*

THE Disklabs KSH KS3 is called the Home Edition, because it uses the same technology and robust design as the smaller KS1, but in a pouch which is big enough to store multiple remotes. This could make it perfect for storing all your spare keys or keeping the family's fobs together in one place. Unfortunately, the KSH's cost is sizeable, too.

Faraday Bag

Honor Car Key Signal Blocker

Price: £6.99 (2 pack) **Size:** 14 x 9cm
Rating: ★★⯪☆☆ **Contact:** *amazon.co.uk*

THE Honor key blocker looks stylish, with a carbon fibre-effect skin. It's also big enough for most fobs and we like the chain and ring inside the pouch, which makes it easier to retrieve your keys. You can't really argue with the value either, at £6.99 for a twin pack. But while the Honor made it impossible to open the cars' doors, we were still able to start the Nissan with the key in the pouch.

Defender Signal Blocker

Price: £6.95 (2 pack) **Size:** 18.6 x 11.5 cm
Rating: ★★☆☆☆ **Contact:** *defendersecurityproducts.co.uk*

WE had high hopes for the Defender Signal blocker because it looks great value at £6.95 for two. The pouches are larger than most, too, meaning they will hold the biggest key fobs, and you might be able to squeeze a smartphone in at a push.

But after the endurance test we could open and start our Nissan easily with the keys carefully placed in the pouch; Bluetooth signals weren't blocked either.

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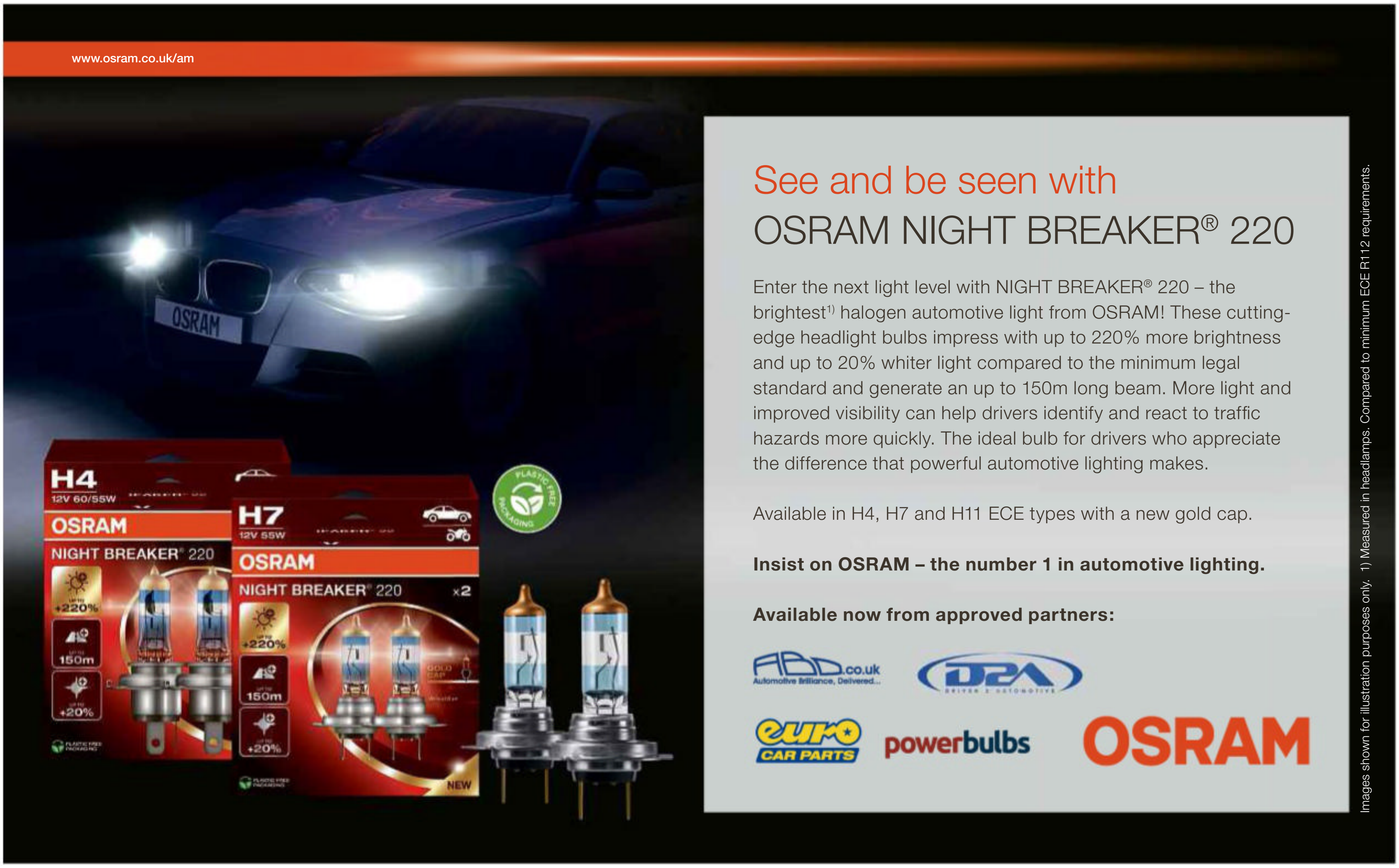
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BUYING CARS

DON'T FEEL THE PRESSURE WHEN IT COMES TO FINANCING YOUR NEXT CAR

SHANE WILKINSON

Auto Express' senior content editor explains why it always pays to shop around when it comes to new or used-car finance

TAKE a test drive in a new or used car and it probably won't be long before the salesperson sitting next to you utters the f word. Yes, finance. Unless you're fortunate enough to be in a position where you can pay with cash, this will be a very important factor when it comes to sealing the deal on your potential purchase.

Accepting the finance terms offered to you by the dealer selling the car may look like a quick and convenient option, but taking this easy route could cost a lot of money – possibly thousands of pounds.

As with any type of loan, the general rule of thumb with car finance is that it always pays to shop around. While the finance deal offered by a car dealership may be a decent choice when it comes to overall value, it's important to remember that the salesperson is almost certainly in line for a bit of commission. This is perfectly above board, but it does mean they'll be eager to persuade you into accepting their deal, even if it's not the best one for you when compared with the competition. So if you have your heart set on buying a car, take some time and do your research into all of the deals that are available to you before you visit a showroom.

"IT'S TEMPTING TO SHAKE HANDS IMMEDIATELY AFTER YOUR TEST DRIVE, BUT A BIT OF TIME AND EFFORT CAN SAVE YOU A SMALL FORTUNE"

Your credit score will play a deciding role before you sign on the dotted line, but there's still a chance that you could negotiate to knock down the applicable interest rate or monthly payments. It's undoubtedly tempting to shake hands and drive home immediately after you've test driven your prospective new car, but a bit of extra time and effort can potentially save you a small fortune.

There are plenty of finance providers and brokers out there, along with several online tools that will allow you to compare deals with ease. As well as the usual Personal Contract Purchase (PCP) and Hire Purchase (HP) avenues, a personal bank loan could also be an option. If you're not too fussed about actually owning the car, you could even look at leasing through a Personal Contract Hire (PCH) plan. Each type of finance has its unique pros and cons.

Once you've chosen your preferred method, there's usually a plethora of deals available, so think carefully before shaking the car dealer's hand.

DRIVER POWER

OWNER VIEWS ON THE UK'S BEST CARS

Richard Dredge

HAVING come 56th out of 75 in our 2023 New Car survey, the C5 Aircross really got into gear for the 2024 poll, managing a much more impressive ninth place out of 50. That's pretty good going for a car launched more than six years ago.

The C5 Aircross's top-10 placing is down to a raft of individual top-10 scores, including an eighth place for the cabin design, while second places for cabin quality, front-seat comfort and all-round visibility are great news. Other impressive placings include sixth for versatility and an even better first for child-friendly features. Sticking with those top-10 slots, owners also rank insurance costs first, fuel economy ninth and servicing costs fourth, to give an overall score of third for running costs.

However, despite a sixth place for ride comfort, the inert steering (42nd) and average handling (41st) mean the C5 Aircross manages just 23rd overall for driving pleasure. Other disappointing rankings include 39th for the balance of physical and touchscreen controls, and 41st for the visibility and sensitivity of the touchscreen displays.

"The dash layout is particularly appealing since the touchscreen isn't on top of the dash like an afterthought, as in so many cars."

"The acceleration is more than adequate for normal driving. The engine is very smooth, even at high revs."

"I thought that I was doing the right thing by going for a hybrid, but it has been a big mistake; the economy is poor."

POSITION 9th Citroen C5 A

USED PRICES FROM: £10,000 **YEARS:** 2018 to present **CO$_2$:** 119-164g/km **FUEL ECONOMY:** 36-44mpg (PureTech 1

INTERIOR AND COMFORT

YOU SAID "The heating and ventilation system is brilliant, because it gets up to temperature very quickly. The heated windscreen also works really well. The front seats are always very comfy, no matter how far you've travelled."

PRACTICALITY AND SPACE

YOU SAID "There are plenty of storage spaces scattered around the cabin, and with the back seats folded down, the boot is easily big enough for me to fit in my mobility scooter or folded-up wheelchair. The C5 Aircross is even more user-friendly with its extra underfloor cargo space."

Aircross Mk1

30) **BEST OPTIONS:** Powered tailgate, panoramic roof

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars.

WHAT DO YOU LIKE?

"It's excellent value. I pay less than £200 per month to lease the top-spec model. It's a lot of car for the money."

"With Android Auto I can run Spotify from the steering wheel. It's easy to connect and use on the move."

"It seems well built, with no rattles. Some plastics feel a bit cheap, but it's far better than I expected at the price."

"The built-in TomTom nav with real-time traffic and connected services is very easy to use and reliable."

WHAT DON'T YOU LIKE?

"Citroen claims 38 miles on a charge. I manage about 27 miles on hot days, but just 11 to 13 miles in the winter."

"It's an SUV, so there is no driving pleasure. It doesn't do anything badly but it does nothing really well either."

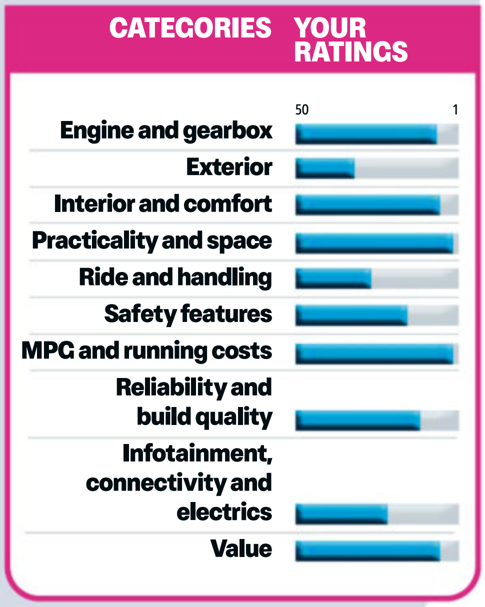
"Only one smartphone can be added and connectivity is non-existent. It's both annoying and disappointing."

"I can't trust this vehicle. It's been very unreliable and I don't have confidence in the dealership to fix things."

89.58%

OVERALL SCORE

Bars show where model finished out of 50 vehicles in our 2024 new-car survey. The longer the bar the better



RIDE AND HANDLING

YOU SAID "The Aircross copes very impressively with our very poorly surfaced roads here in the UK; it has the kind of ride comfort that a Citroen should have, but which seems to be lacking in most modern cars. Despite the soft ride, my Aircross has great handling. I love driving it."

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USED BUYER'S GUIDE Kia So

FROM £26,000 Award-winning seven-seat SUV is a fine choice, thanks to its practicality and tech

Richard Dredge

THE Kia Sorento celebrated its 21st birthday last year, and since the first edition went on sale back in 2003, this full-sized SUV has changed beyond all recognition.

In most ways those alterations have been for the better, because this is a car that can compete with the best mid-range seven-seat SUVs on the market. That's a shame if you're after a reliable SUV that's also cheap, but if you want a sophisticated full-size SUV that's easy to own and packs all of the latest tech, it'll be just the thing as long as your pockets are deep enough.

HISTORY

THE Kia Sorento Mk4 went on sale in the UK in September 2020, with a choice of two engines: a 1.6 T-GDi hybrid, with a turbo petrol engine, or the 2.2 CRDi diesel that we'd seen in the previous Sorento. All versions are automatics; the hybrid had a six-speed gearbox, while the diesel had an eight-speed dual-clutch unit.

Within weeks a plug-in hybrid (PHEV) had been added to the range, also powered by the 1.6 T-GDi engine. A facelifted Sorento went on sale in April 2024, with a refreshed design inside and out, and still a choice of diesel, hybrid and PHEV powertrains, with prices starting at £41,995.

WHICH SHOULD I BUY?

IF you do a lot of long-distance motorway journeys, the diesel is the best option. But if your trips are more mixed, the PHEV should suit you perfectly, while shorter journeys are ideal for the hybrid or PHEV.

All Sorentos are well equipped, with even the entry-level 2 having three-zone air-con, heated front seats and steering wheel, front and rear parking sensors plus a rear camera, adaptive cruise control and LED headlights.

The Sorento 3 adds sat-nav, eight-way electric adjustment for the front seats, leather trim, heating for the second row of seats, self-levelling suspension and more. The 4 brings a 360-degree camera, Nappa leather trim, a Bose hi-fi, head-up display and an opening panoramic glass roof.

RUNNING COSTS

HYBRID and PHEV models have to be serviced every 12 months or 10,000 miles, while the interval for diesels is annually or 20,000 miles. Check-up costs for the petrol-engined models are pegged at £320-£630; for diesels it's £209-£513. Only the diesel has a cambelt, which needs to be replaced every 16 years or 160,000 miles; you should budget £700 to have it done.

Apart from the entry-level Hybrid 2, at launch, all Sorentos had a price tag of more than £40,000 when new, which means a £410 VED supplement until the car's sixth birthday, on top of the standard £190 annual tax charge.

Insurance costs should be sensible, because the Sorento sits in groups 25-34, while fuel bills should be okay; the hybrid and diesel are both pegged at 42mpg. But a common gripe from owners is that they're disappointed with their Sorentos' fuel efficiency. Real-world economy for the plug-in hybrid model is typically 35-45mpg, depending on driving style.

PRICES

THE hybrid accounts for about 60 per cent of the Sorentos on sale, around one in three is a diesel, while the plug-in hybrid is the rarest, accounting for about one in eight. The cheapest Sorento Mk4s have now dipped to £26,000, which buys an early hybrid 2 that's racked up around 60,000 miles.

Very few diesel-engined Sorentos are available for less than £30,000, which bags a 50,000-mile 2.2 CRDi 3. This mid-range trim level is the most popular across the cars on the market, closely followed by the range-topping 4. PHEVs generally start at £35,000.

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

☑ CHECKLIST

TOWING LIMITS

Bear in mind that while the plug-in hybrid can tow just 1,010 kg, the hybrid can haul 100kg more. But the diesel can pull up to 2,500kg.

CAMERA TROUBLE

The rear parking camera can fall out of its housing. Some US cars were recalled for this, and several UK owners have had their cameras replaced under warranty.

RECALLS

FIVE recalls so far isn't too bad for such a complex car. The first campaign was launched in May 2022, because some Sorentos made in July and August 2021 had faulty seatbelt pre-tensioners fitted to the front passenger seat.

The second recall was a few days later, because of fuel leaks in diesel-engined Sorentos built up to November 2020. Dual-clutch transmission glitches on diesel cars led to a third action, in January 2023, just weeks before recall four, due to leaks from sub-standard fuel tanks. The latest campaign was in September 2023, because some Sorentos made between April and August 2022 had faulty software for the indicators.

ALTERNATIVES

AS Kia has taken the Sorento upmarket, steadily increasing the price, it's now up against some very talented competition. One of the most accomplished is the Skoda Kodiaq, which has just arrived in Mk2 form; the Mk1 is a tough act to follow.

Closely related to the Skoda are the SEAT Tarraco and Volkswagen Tiguan Allspace, which are also user-friendly and have some great powertrains. The Peugeot 5008 has a great interior and looks smart, much like the Nissan X-Trail, while the Hyundai Santa Fe shares a great deal with the Sorento, including most of its key traits.

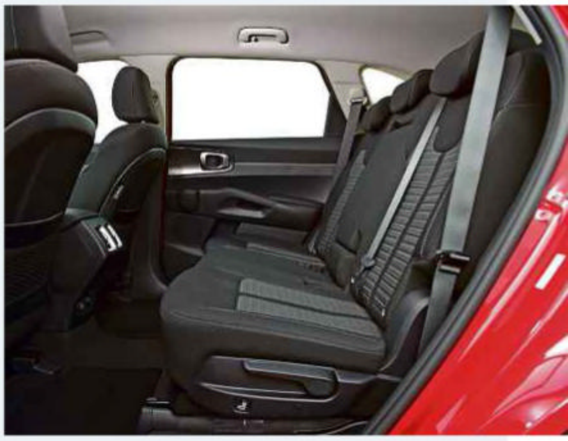
The Land Rover Discovery Sport is another contender, but if that third row of seats is key, you're better off looking at the Discovery 5.

orento Mk4

KIA
LA70 VXN

ON THE ROAD
Kia's seven-seater is comfortable and offers good body control. Four-wheel drive is standard and there's a choice of hybrid petrol, diesel or petrol PHEV powertrains

PRACTICALITY
Sorento will seat seven people; both the second and third rows can be folded to create nearly 2,000 litres of boot space



INTERIOR

THE quality of the Sorento's cabin is excellent, but there are a few areas where this drops off slightly, with some materials appearing a bit cheaper. Then there's the technology, which is up to the minute, although pre-facelift cars have a few extra physical controls, which many owners will find welcome.

You'll also love the huge amount of space; there's lots of room for two or three adults in row two, and if not too tall they'll fit into row three. But as with so many seven-seat SUVs (all Sorentos come with seats for seven), the back seats aren't as roomy as the middle row. Drop row three down and the boot can hold 813 litres (809 in the PHEV); fold the middle row too and this jumps to 1,996/1,988 litres.

PANEL GAPS

Most owners are impressed by their Sorentos' fit and finish, but some have seen inconsistent shut lines and, in some cases, damaged paint as a result of misalignment.

PHEV RANGE

The plug-in hybrid can be run as an EV if you do mainly short trips, which can slash fuel costs. One owner managed almost 3,000 miles on a tank of fuel, and averaged around 100mpg over 45,000 miles.

ON THE ROAD

NO seven-seat SUV is going to feel agile, but Kia has done a pretty good job of making it enjoyable to drive, with a comfortable ride (although some owners disagree), decent body control and better levels of acceleration than you might expect. Higher-spec cars ride better with their self-levelling suspension; the biggest bugbear is the steering, which could feel more engaging than it does. All Sorentos have four-wheel drive as standard.

DRIVER POWER

THE Sorento Mk4 was one of 14 Kias in our 2023 survey, and it was highly rated, with an impressive second place, beaten only by the Citroen C4.

There were first places for the exterior finish quality, the infotainment and the functioning of the safety systems.

The only significant low spots for owners were the smoothness of the transmission, the running costs (including servicing charges) and the ride quality.

LA70 VXN
SORENTO

VERDICT ★★★½☆

FOR more than two decades the Sorento has been Kia's flagship model (EV9 aside, more recently), and while this large 4x4 costs more than it did, it's still decent value. The Sorento is more desirable than ever, because it comes with all of the latest comfort and safety tech, and as standard it'll seat seven. Our sister website CarBuyer crowned the Sorento its 2021 Car of the Year and its 2022 Large Family Car of the Year, while it was our Best Large SUV in our 2024 Used Car awards. The model has won other awards galore, proving the Sorento is a deeply impressive product.

Skoda Octavia Prices from £27,390

1

PROS

Huge boot
Comfortable ride
Smart interior design

CONS

Not as cheap as its predecessor
Some rivals are more fun to drive
Rear headroom is a little tight

ALL-ROUNDER is a term seemingly coined for the Skoda Octavia. It simply does everything very well, and a few things brilliantly.

Buyers can choose from petrol, petrol-hybrid or diesel power, as well as manual or automatic gearboxes. There's also a spacious Estate model, and you can even have the rapid vRS version if you want a bit more spice.

All versions offer strong build quality and a classy, roomy cabin, so you never feel that driving a versatile family car is a compromise.

The Skoda Octavia was a deserved winner of our 2024 Family Car of the Year award, helped by its fine driving ability, practicality and low running costs. We are also impressed by the Octavia's keen starting price that shows Skoda is still focused on value for money.

10 BEST FAMILY CARS

FROM £18,400 Family cars come in a variety of shapes, from hatchback to SUV. But which is best fo

Skoda Superb Prices from £35,695

3

PROS

Cavernous interior and boot
Classy design
Smart technology

CONS

Not exciting to drive
Only the estate gets plug-in hybrid
Not as cheap as it used to be

IT takes a certain swagger to call your car Superb, but Skoda was more than justified when it launched this model way back in 2008. The same still holds true today, and it's one of our favourite family cars for a whole variety of reasons.

First, it bears comparison with some more costly rivals. That is especially true of the Superb Estate, which can give the likes of the Volvo V90 a run for its money.

Whether you choose the Superb in hatchback or Estate form, it will have a generous boot. It also comes with a cabin that is put together with care from excellent materials, which impart a real sense of quality.

Finally, Skoda offers the Superb with a choice of petrol, diesel or petrol-hybrid power, so you can tailor it very easily to your needs.

Dacia Jogger Prices from £18,400

2

PROS
Keenly priceb
Interior space
Holbs its value well

CONS
One-star Euro NCAP safety rating
Brake pedal can feel inconsistent
Hybrid model has limited towing ability

THE Dacia Jogger is a revelation. Check out the price of this big family car and you'd think it would be hugely compromised by the level of quality and equipment on offer. But no. Not a bit of it.

The Jogger is a car that you climb aboard and wonder how Dacia can possibly do all of this for the money. Sure, it's not as plush as some other models on this list, but it's not basic in any way. Plus, it comes with seven seats, which means it's a hugely flexible family car and load hauler.

It won't cost much to run a Dacia Jogger, thanks to its frugal engines, which include a hybrid option borrowed from the Renault Clio (the French firm owns Dacia). Families prioritising reliable, affordable motoring will appreciate the fact that you can buy a new car for a price you'd associate with a used model.

2025

r you?

Alisdair Suttie

A CAPABLE family car needs to have a diverse skill set and be able to cope in a variety of different environments. It should be practical, reliable, safe and solidly built, so that it can take all that life can throw at it. We also want a family car to look good and drive with more than a hint of ability. It should also be comfortable and come with lots of tech to make life on the road easier. Oh, and we also want a selection of different powertrains so we can select what works best for us.

Honda Civic Prices from £35,005

4

PROS
Efficient hybrid powertrain
Good to drive
Improved interior quality

CONS
Road noise on bigger wheels
Average rear passenger space
Infotainment system a little dated

HONDA has never been afraid to reinvent its cars – even the Civic hatchback that is a mainstay of its range. This latest 11th-generation Civic – yes, it really has been around long enough to have reached double figures – is a great family car.

While the looks of this Civic aren't that different from its predecessor's, where Honda has been bold is with making the range a hybrid-only one. There's a 2.0-litre petrol engine coupled to an electric motor, and together they offer fuel economy of more than 50mpg.

The infotainment is not the best in the family car class, but we'll forgive Honda this because it's still better than what went before, while interior quality is considerably improved in this latest generation. Like the exterior, it's also less fussy now.

Hyundai Tucson Prices from £32,000

5

PROS

Hybrid power
Great on-board tech
Premium feel

CONS

Engine thrashy at high revs
Not especially fun to drive
Expensive as a PHEV

WE don't know what they're putting in the water at Hyundai's design studio, but it's really doing the trick. When you look at the Tucson, you don't think of it as a family SUV with nothing more than practicality on its mind. Instead, you think, "Ooh, I like that."

The Tucson is a brilliant family SUV. Alongside the sturdy build quality and lots of safety kit in all models, you get a car that has plenty of room for five people and a boot that can hold all of their luggage.

We'll admit the Hyundai Tucson is not the last word in excitement when it comes to driving, but it is smooth and quiet. You also have a choice of petrol, mild-hybrid, hybrid, or plug-in hybrid power.

Hyundai Kona Prices from £26,040

7

PROS

Comfortable and refined
Petrol, hybrid or EV power
Spacious cabin

CONS

Not that fun to drive
Slow hybrid and 1.0-litre
Divisive styling

'GO bold or go home' must have been Hyundai's thinking behind its latest Kona model, and we're fans of the styling, which sets this family car apart from its rivals.

The Kona's looks don't come at the expense of its ability to work for families, because there's a lot of room inside. A big boot is also welcome – and impressive – given the small SUV's relatively compact exterior dimensions. It's a superbly comfortable and quiet place to spend any journey, while you get Hyundai's excellent 12.3-inch infotainment touchscreen.

There are petrol or hybrid power options, but we consider the Kona Electric with its pure EV powertrain as the best of the bunch, providing a range of up to 305 miles.

Peugeot 408 Prices from £34,035

9

PROS

Premium interior
Comfortable cruiser
Impressive technology

CONS

Firm low-speed ride
i-Cockpit set-up divisive
Sluggish gearbox

PEUGEOT is on cracking form right now and the 408 is a perfect example. It's a sharp-looking family car that blends ideas from the SUV and hatchback sectors – think of it as a raised fastback. The same quirky thinking is clear in the cabin's style, yet it also comes good on space, comfort and kit.

Plenty of thought has gone into how the 408 drives, too. Peugeot knows most family car buyers prefer comfort to super-sharp handling, and this is exactly what you get with the 408. We'd like a slightly more cushioned low-speed ride, but that is nit-picking.

As for engines, you can have a turbo petrol or the plug-in hybrid, with the latter capable of up to 40 miles of EV driving.

Kia EV3 Prices from £32,995

6

PROS

Efficient powertrains
Big, high-quality interior
Good range

CONS

Suspension needs work
It isn't a fast EV
Heavy weight

BORROWING much of the looks and attitude of its EV9 big brother, the Kia EV3 is a family car that even the most surly teenager will be happy to be seen in arriving at school.

Electric power delivers low running costs and good performance, while a range of up to 375 miles is available, depending on which version you choose. Even the EV3 with the smaller battery can offer a 270-mile range.

There are three trim levels and all are loaded with the level of safety kit you'd expect, while there are more luxury features further up the range, including a Harman Kardon audio system and a head-up display. With the EV3's cabin offering decent build quality and room for five, it's an impressive overall package.

BMW i4 Prices from £51,860

8

PROS

Build quality
Engaging to drive
Impressive on-board tech

CONS

Relatively pricey to buy
Four-star NCAP score
Tight rear-seat space

THE 3 Series is a great executive car, but the i4 is the BMW we've chosen for this top 10. It shares so many of the qualities that make the 3 Series brilliant – the way it drives and handles, plus the quality, safety, and ambience in its cabin, for a start – but where the i4 has an advantage over the 3 Series for us is its electric powertrain. It makes the i4 smooth, near silent and swift, plus it can even tow up to 1,600kg with a braked trailer.

The EV set-up doesn't compromise practicality either, because the boot will hold up to 470 litres of luggage. You also get lots of room for passengers, while the driver is presented with a dash that looks just the right side of futuristic and is easy to use.

MG4 Prices from £26,995

10

PROS

Good to drive
Rapid charging ability
Competitively priced

CONS

Wind noise at speed
Fiddly air-con controls
Interior fit and finish

THE MG4 might have been around a while now, but that has done nothing to prevent it from still being one of our preferred family cars. The EV powertrain makes it cheap to run, especially if you can charge it at home via low-cost, overnight electricity tariffs, plus it's got a decent turn of speed, especially if you choose the 429bhp XPower model.

Recharging the MG4 doesn't take long when it's hooked up to a rapid charger, so you won't be hanging around far-flung car parks for hours. A range of up to 281 miles also means you shouldn't need to stop too often.

A cabin with lots of space and a large boot add to the MG4's appeal, while the infotainment and tech are simple to use.

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers. Warranty: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanicals, corrosion and paintwork. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and widthof each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are ratedby drivers, then ranked against others onsale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, and adds anything from zero on electric cars to £2,745 for vehicles emitting over 255g/km of CO_2. After 12 months, it's the owner's responsibility to tax their vehicle, and the rate depends on the fuel used:

Vehicles below £40,000	
Electric vehicle:	£0
Alternative fuel:	£180
Petrol/diesel:	£190

Alternative fuels include hybrids, plug-in hybrids, bi-ethanol and LPG fuels.

Vehicles Over £40,000	
Electric vehicle:	£0
Alternative fuel:	£590
Petrol/diesel:	£600

After five years, vehicles costing more than £40,000 revert to the lower rates.

Pick-up trucks: The models listed here pay a flat rate of road tax, at £345 per year.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£34195
42kWh (152) auto 500e Turismo	157	7.0	0	23	£38195

500C: add £3000

595/695 - 3657x1627mm
Euro NCAP: N/A **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 T-Jet (145) 595	42.2	7.3	152	29	£23260
1.4 T-Jet (165) 595 Turismo	42.2	7.3	152	30	£24760
1.4 T-Jet (180) 695	40.9	6.7	156	34	£25760
1.4 T-Jet (180) 695 Turismo	40.9	6.7	156	34	£27260
1.4 T-Jet (180) 695 Competizione	40.9	6.7	156	35	£29960
1.4 T-Jet (180) 695 75th Anniv	39.2	6.7	162	35	£32930

595C/695C: add £2650

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36975
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£41975

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£40595
2.0T (280) auto Veloce	39.2	5.7	162	34	£45595
2.0T (280) auto Tributo	39.2	5.7	162	34	£49195
2.9 V6TT (520) auto Quadrifoglio	28.0	3.9	229	46	£79495

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (156) auto Junior	247	9.0	0	N/A	£33895
54kWh (156) auto Speciale	254	9.0	0	N/A	£35695

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£36575
1.5T Hybrid (160) auto Veloce	49.6	8.8	129	29	£41575
1.5T Hybrid (160) auto Tributo	48.7	8.8	131	29	£45175
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£44175
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£49175
1.3T PHEV (280) auto Tributo Q4	201.8	6.2	32	38	£52775

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (200) auto AWD Sprint	33.6	5.7	192	30	£48750
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£53750
2.0T (280) auto AWD Tributo	32.1	5.7	200	30	£57350
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£88645
2.2D (210) auto AWD Sprint	46.3	6.6	160	30	£46350
2.2D (210) auto AWD Veloce	46.3	6.6	160	30	£51350
2.2D (210) auto AWD Tributo	44.1	6.6	167	30	£54950

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£67700
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£68600

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£89300
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£90400

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£91400

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto Gran Coupe	23.7	3.4	270	50	£144800

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£166900

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£54490
1.8T (300) auto A110 GT	41.5	4.2	154	44	£65490
1.8T (300) auto A110 S	40.9	4.2	156	46	£67490
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£91490

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£205000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£185000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£199500

DBS - 4712x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (715) auto DBS	20.9	3.4	306	50	£257000
5.2 V12TT (715) auto DBS Volante	21.0	3.6	306	50	£277500

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£23500
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25450
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£24540
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£26490
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24235
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26185
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25275
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27225
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28250

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	50.4	9.7	127	17	£28920
1.5 (116) 30 TFSI S line	47.9	9.7	134	18	£31250
1.5 (116) 30 TFSI auto Sport	53.3	9.9	121	16	£30470
1.5 (116) 30 TFSI auto S line	50.4	9.9	127	18	£32750
1.5 (150) 35 TFSI Sport	50.4	8.4	128	22	£30530
1.5 (150) 35 TFSI S line	47.9	8.4	134	22	£32860
1.5 (150) 35 TFSI auto Sport	53.3	8.1	121	23	£32035
1.5 (150) 35 TFSI auto S line	50.4	8.1	127	23	£34315
1.4 (245) 45 TFSI e at S line Comp	217.3	6.8	30	26	£40430
2.0 TFSI (333) quat at S3 Black Ed	33.2	4.7	193	33	£46925
2.5 TFSI (400) quattro auto RS 3	31.4	3.8	205	N/A	£56675
2.0 (150) 35 TDI auto Sport	57.6	8.1	128	23	£33935
2.0 (150) 35 TDI auto S line	55.4	8.1	134	24	£36265

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (116) 30 TFSI Sport	52.3	9.7	124	18	£29485
1.5 (116) 30 TFSI S line	49.6	9.7	129	18	£31765
1.5 (116) 30 TFSI auto Sport	54.3	9.9	119	17	£31035
1.5 (116) 30 TFSI auto S line	52.3	9.9	123	18	£33315
1.5 (150) 35 TFSI Sport	51.4	8.4	125	22	£31050
1.5 (150) 35 TFSI S line	49.6	8.4	130	22	£33330
1.5 (150) 35 TFSI auto Sport	54.3	8.1	119	23	£32600
1.5 (150) 35 TFSI auto S line	52.3	8.1	123	23	£34880
2.0 TFSI (333) quat at S3 Black Ed	34.4	4.7	186	33	£48085
2.5 TFSI (400) quattro auto RS 3	31.7	3.8	202	36	£57015
2.0 (150) 35 TDI auto Sport	58.9	8.1	125	24	£34500
2.0 (150) 35 TDI auto S line	56.5	8.1	131	24	£36830

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A4 Avant - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 4	28.8	4.1	221	46	£72300

Carbon Black: add £6400
Vorsprung: add £18255

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	N/A	£41950
2.0 TFSI (150) auto S line	41.5	9.8	154	N/A	£44100
2.0 TFSI (150) auto Edition 1	39.8	9.8	161	N/A	£49100
2.0 TFSI (204) auto Sport	42.2	7.8	155	N/A	£44290
2.0 TFSI (204) auto S line	41.5	7.8	155	N/A	£46440
2.0 TFSI (204) auto Edition 1	39.8	7.8	162	N/A	£51440
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	N/A	£68700
2.0 TDI (204) auto Sport	58.9	7.7	127	N/A	£46950
2.0 TDI (204) auto S line	58.9	7.7	127	N/A	£49100
2.0 TDI (204) auto Edition 1	55.4	7.7	133	N/A	£54150
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	N/A	£48475
2.0 TDI (204) quattro auto S line	55.4	6.9	133	N/A	£50625
2.0 TDI (204) quattro auto Edition 1	54.3	6.9	137	N/A	£55625

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	N/A	£43850
2.0 TFSI (150) auto S line	40.9	9.8	157	N/A	£46000
2.0 TFSI (150) auto Edition 1	39.2	9.8	164	N/A	£51000
2.0 TFSI (204) auto Sport	41.5	7.8	157	N/A	£46190
2.0 TFSI (204) auto S line	40.9	7.8	159	N/A	£48340
2.0 TFSI (204) auto Edition 1	38.7	7.8	166	N/A	£53340
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	N/A	£70600
2.0 TDI (204) auto Sport	57.6	7.7	129	N/A	£48850
2.0 TDI (204) auto S line	57.6	7.7	130	N/A	£51000
2.0 TDI (204) auto Edition 1	54.3	7.7	136	N/A	£56050
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	N/A	£50375
2.0 TDI (204) quattro auto S line	55.4	6.9	135	N/A	£52525
2.0 TDI (204) quattro auto Edition 1	53.3	6.9	139	N/A	£57525

A5 Sportback - 4726x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

A6 - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI auto Sport	39.2	7.3	163	32	£45840
2.0 (265) 45 TFSI quat auto Sport	37.2	6.0	173	35	£51380
2.0 (299) 50 TFSI e quat auto Sport	256.8	6.2	27	27	£58820
2.0 (204) 40 TDI quat auto Sport	50.4	7.6	147	38	£49485
3.0 V6 TDI (344) quat at S6 Black	40.4	5.0	184	44	£72330

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition

A6 Avant - 4939x1886mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (204) 40 TFSI quat auto Sport	38.2	7.5	168	32	£48405
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	178	35	£53530
2.0 (299) 50 TFSI e quat auto Sport	217.3	6.3	30	27	£60970
4.0 TFSI (600) quattro at RS 6 perf	22.4	3.6	286	50	£116120
2.0 (204) 40 TDI quat auto Sport	48.7	7.8	151	38	£52045
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	189	44	£74480

S line: add £2635 to Sport
Black Edition: add £2425 to S line
Vorsprung: add £14400 to S6 Black Edition **Carbon Black:** add £8950 to RS 6 **Carbon Vorsprung:** add £17400 to RS 6

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	461	5.4	0	N/A	£69845
100kWh (367) quattro auto S line	461	5.4	0	N/A	£73345
100kWh (367) quattro auto Edition 1	429	5.4	0	N/A	£78345
100kWh (503) quattro at S6 Edition 1	402	4.1	0	N/A	£97445

A6 Avant e-tron - 4928x1923mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (367) quattro auto Sport	435	5.4	0	N/A	£71645
100kWh (367) quattro auto S line	434	5.4	0	N/A	£75145
100kWh (367) quattro auto Edition 1	401	5.4	0	N/A	£80145
100kWh (503) quattro at S6 Edition 1	384	4.1	0	N/A	£99245

A7 Sportback - 4969x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quat auto Sport	36.2	6.2	177	40	£59540
2.0 (299) 50 TFSI e quat at Sport	235.4	6.3	29	46	£67120
4.0 TFSI (600) quattro at RS 7 perf	23.0	3.6	280	50	£119775
2.0 (204) 40 TDI quat auto Sport	48.7	7.0	152	40	£57695
3.0 V6 TDI (344) quat at S6 Black	39.2	5.1	188	50	£79240

S line: add £2300 to Sport
Black Edition: add £2800 to S line
Vorsprung: add £14955 to S7
Carbon Black: add £8950 to RS 7
Carbon Vorsprung: add £17400 to RS 7

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
93kWh (476) quattro auto	298	4.1	0	50	£87415
93kWh (598) quattro auto RS	286	3.3	0	50	£119565
93kWh (598) quat at RS Carbon Bl	286	3.3	0	50	£132955

Vorsprung: add £25150 to e-tron GT, add £6900 to RS e-tron GT Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at Sport	31.0	5.6	206	29	£83055
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£92380
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£96380
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£111800
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£80875
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£84875

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (110) 30 TFSI Sport	48.7	11.2	131	14	£29105
1.0 (110) 30 TFSI S line	48.7	11.2	131	14	£31555
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£30915
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£33365
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£32465
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£34915
2.0 TFSI (296) quat at SQ2 Black Ed	34.0	4.9	188	37	£45890

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	43.5	9.5	148	24	£34480
1.5 (150) 35 TFSI S line	43.5	9.5	148	24	£37240
1.5 (150) 35 TFSI auto Sport	43.5	9.4	148	24	£36060
1.5 (150) 35 TFSI auto S line	43.5	9.4	148	24	£38820
2.0 (190) 40 TFSI quattro at S line	34.9	7.3	184	31	£41745
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	196	35	£44200
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	31	£44550
2.0 (150) 35 TDI auto Sport	52.3	9.3	142	25	£37660
2.0 (150) 35 TDI auto S line	52.3	9.3	142	25	£40420
2.0 (200) 40 TDI quattro at S line	42.8	7.3	174	25	£42845

Black Edition: add £2050 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36040
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£38390
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£37620
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£39970
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£42895
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£45350
1.4 (245) 45 TFSI e auto S line	176.6	7.3	36	32	£45700
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£38810
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£43995

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	215	9.0	0	N/A	£48475
82kWh (286) 45 e-tron auto Sport	342	6.7	0	36	£51270
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52700
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57650

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) 35 e-tron auto Sport	221	9.0	0	N/A	£49525
82kWh (286) 45 e-tron auto Sport	351	6.7	0	36	£52770
82kWh (286) 45 e-tron qt at Sport	327	6.6	0	37	£54200
82kWh (340) 55 e-tron qt at Sport	327	5.4	0	39	£59150

S line: add £2550
Black Edition: add £4800

Q5 - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	191	31	£49415
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	191	31	£51565
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	35	40	£55105
2.0 (299) 50 TFSI e quat at S line	188.3	6.1	35	41	£57255
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	165	31	£48210
2.0 (204) 40 TDI quattro at S line	44.8	7.6	165	31	£50775
3.0 V6 TDI (341) quat at SQ5 Black	34.9	5.1	213	N/A	£65865

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q5 Sportback - 4663x1893mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (265) 45 TFSI quattro at Sport	33.6	6.1	192	38	£51865
2.0 (265) 45 TFSI quattro at S line	33.6	6.1	192	38	£54015
2.0 (299) 50 TFSI e quat at Sport	188.3	6.1	36	40	£57555
2.0 (367) 50 TFSI e quat at S line	188.3	6.1	36	41	£59705
2.0 (204) 40 TDI quattro at Sport	44.8	7.6	166	35	£50660
2.0 (204) 40 TDI quattro at S line	44.8	7.6	166	35	£53225
3.0 V6 TDI (341) quat at SQ5 Black	34.4	5.1	214	N/A	£68315

Black Edition: add £2500 to S line
Vorsprung: add £12000 to SQ5

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£59975
83kWh (252) auto S line	300	7.0	0	45	£62975
83kWh (252) auto Edition 1	301	7.0	0	47	£67975
100kWh (306) auto Sport perf	393	6.7	0	45	£63475
100kWh (306) auto S line perf	361	6.7	0	47	£66475
100kWh (306) auto Edition 1 perf	363	6.7	0	48	£71475
100kWh (388) quattro auto Sport	382	5.9	0	46	£68975
100kWh (388) quattro auto S line	349	5.9	0	47	£71975
100kWh (388) quattro at Edition 1	350	5.9	0	48	£76975
100kWh (490) qt at SQ6 Edition 1	360	4.4	0	50	£92950

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	26.9	5.9	238	41	£70005
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	29	41	£75520
4.0 V8 TFSI (507) qt at SQ7 Black	23.3	4.1	276	50	£92560
3.0 V6 (231) 45 TDI quat at S line	34.9	7.3	213	41	£67575
3.0 V6 (286) 50 TDI quat at S line	34.9	6.5	213	43	£70615

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (340) 55 TFSI quat at S line	27.2	5.6	235	45	£76995
3.0 V6 (394) 55 TFSI e quat at S line	217.3	5.7	30	41	£82695
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£98160
4.0 V8 TFSI (600) quattro at RS Q8	21.9	3.8	293	50	£120550
4.0 V8 TFSI (640) quat at RS Q8 perf	21.2	3.6	295	50	£135550
3.0 V6 (286) 50 TDI quat at S line	34.9	6.1	213	47	£76360

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

A5 Coupe - 4673x1846mm
Euro NCAP: N/A **Driver Power:**N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 TFSI (450) quattro auto RS 5	29.7	3.9	215	44	£76845

Carbon Black: add £6400
Vorsprung: add £17900

R8 - 4426x1940mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V10 FSI (570) at Perf RWD Ed	22.4	3.7	286	50	£146300
5.2 V10 FSI (620) quat at Perf Ed	21.9	3.1	293	50	£162405

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£226500

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£169200
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£191200
4.0 V8TT (550) auto	23.5	4.5	294	50	£169200
4.0 V8TT (550) auto S	21.7	4.5	294	50	£197500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (782) auto GT Speed	1412	3.2	29	50	£236600
4.0 V8 Hybrid (782) at GT Spd Conv	1412	3.4	31	50	£259500

BMW

Dealers: 192 Warranty: 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) 120 Sport	52.3	7.8	121	N/A	£31065
1.5T (170) 120 M Sport	52.3	7.8	122	N/A	£33065
2.0T (306) auto xDrive M135	36.7	4.9	174	N/A	£43000

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (136) 218i M Sport	49.6	9.2	130	22	£33165
1.5T (136) auto 218i M Sport	49.6	9.1	129	22	£34650
2.0T (178) auto 220i M Sport	47.1	7.1	136	27	£37450
2.0T (306) auto xDrive M235i	39.8	4.9	162	36	£44050

3 Series - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	44.1	7.4	145	29	£40220
2.0T (184) auto 320i M Sport	43.5	7.4	146	29	£41470
3.0T (374) auto M340i xDrive	35.3	4.4	182	38	£59835
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£85715
2.0T PHEV (292) auto 330e Sport	217.3	5.8	30	33	£46985
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£48235
2.0T PHEV (292) at 330e xD Sport	188.3	5.8	33	34	£48535
2.0T PHEV (292) a 330e xD M Spt	188.3	5.8	34	34	£49785
2.0 (190) auto 320d Sport	58.9	6.9	127	30	£43200
2.0 (190) auto 320d M Sport	57.6	6.9	129	30	£44500
3.0 (340) auto M340d xDrive	47.1	4.6	158	42	£56420

3 Series Touring - 4709x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	42.2	7.6	152	29	£42430
2.0T (184) auto 320i M Sport	42.2	7.6	152	29	£43680
3.0T (374) auto M340i xDrive	34.0	4.6	187	38	£61635
3.0TT (510) at M3 Comp xDrive	27.4	3.6	233	41	£87945
2.0T PHEV (292) auto 330e Sport	201.8	5.8	31	33	£48785
2.0T PHEV (292) at 330e M Sport	201.8	5.8	31	33	£50035
2.0T PHEV (292) at 330e xD Sport	176.6	5.8	35	34	£50335
2.0T PHEV (292) a 330e xD M Spt	176.6	5.8	36	34	£51585
2.0 (190) auto 320d Sport	56.5	7.2	132	30	£45050
2.0 (190) auto 320d M Sport	55.4	7.2	133	30	£46300
3.0 (340) auto M340d xDrive	45.6	4.7	163	42	£61220

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	299	6.0	0	38	£51270
70.2kWh (286) at eDriv35 M Sport	288	6.0	0	38	£52770
80.7kWh (340) at eDrive40 Sport	365	5.7	0	35	£59365
80.7kWh (340) at eDriv40 M Sport	352	5.7	0	36	£60865
80.7kWh (544) auto M50 xDrive	318	3.9	0	43	£70900

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	132	35	£51015
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59455
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76605
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111405

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (299) auto 530e M Sport	403.5	6.3	16	39	£61705
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113405

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67695
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74105
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97745

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£69945
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76355
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£99995

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105510
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110010
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121085

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101765
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106265
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115735
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120235
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164320

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£81490
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£113545
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£139745

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£34055
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£36840
2.0T PHEV (245) at 225e xDrv Spt	353.1	6.7	19	27	£40070
2.0T PHEV (326) at 230e xDr M Sp	353.1	5.5	19	33	£46680

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	N/A	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	N/A	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	N/A	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	N/A	£49785
80kWh (286) auto iX3 M Sport	292	6.8	0	N/A	£65160

M Sport: add £1800 to xLine
M Sport Pro: add £3000 to iX3

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (326) at xDrive40 Sport	264	6.1	0	47	£70985
71kWh (326) at xDrive40 M Sport	264	6.1	0	47	£73985
71kWh (523) at xDrive50 M Sport	383	4.6	0	50	£104285
71kWh (619) auto xDrive M60	348	3.8	0	50	£124605

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£88890
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£113055
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£89515

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	32	50	£110730
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150270
4.4 V8TT PHEV (748) auto Label	166.2	3.8	37	50	£174330

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£38040
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£41095
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£48045
3.0TT (480) M2	28.2	4.2	227	42	£67150
3.0TT (480) auto M2	29.1	4.0	219	42	£65915

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£44195
3.0TT (374) auto M440i xDrive	36.2	4.5	176	40	£60725
3.0TT (530) auto M4 Comp xDrive	28.2	3.5	226	44	£87495
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£120345

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	154	33	£51280
3.0TT (374) auto M440i xDrive	35.3	4.9	182	43	£67400
3.0TT (530) auto M4 Comp xDrive	27.7	3.7	231	46	£91500

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	190	45	£83990
4.4 V8TT (530) auto M850i xDrive	26.9	3.9	239	50	£116045
4.4 V8TT (625) at M8 Competition	25.0	3.2	257	50	£140355

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.2	5.5	195	48	£90990
4.4 V8TT (530) auto M850i xDrive	26.4	4.1	244	50	£123405
4.4 V8TT (625) at M8 Competition	24.8	3.4	261	50	£147355

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£45170
3.0TT (340) M40i	32.5	4.6	197	38	£63230
3.0TT (340) auto M40i	34.9	4.5	183	38	£57350

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
44.9kWh (95) auto Active	211	N/A	0	23	£26195
44.9kWh (95) auto Boost	193	N/A	0	31	£27195
60.4kWh (204) auto Comfort	265	7.0	0	33	£30195
60.4kWh (204) auto Design	265	7.0	0	33	£31695

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray 2LT	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray 3LT	23.3	3.5	277	50	£96680

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	46.0	10.6	128	N/A	£17990
44kWh (113) auto Plus	199	10.4	0	N/A	£21990
44kWh (113) auto Max	199	10.4	0	N/A	£23690

C3 Origin - 3996x1749mm
Euro NCAP: ★★★★ **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (83) You!	53.4	12.5	123	14	£21990
1.2 PureTech (83) Plus	53.4	12.5	124	16	£21990
1.2 PureTech (83) Max	53.4	12.5	125	12	£21990
1.2 PureTech (110) Max	53.3	9.4	126	20	£21990
1.2 PureTech (110) auto Plus	59.8	10.1	134	22	£21990
1.2 PureTech (110) auto Max	59.8	10.1	136	18	£23690

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	10.8	122	14	£19720
1.2 PureTech (130) Plus	54.7	8.9	122	19	£23755
1.2 PureTech (130) Max	54.7	8.9	119	19	£25645
1.2 PureTech (130) auto Plus	50.7	9.4	131	18	£25165
1.2 PureTech (130) auto Max	50.7	9.4	131	19	£27050
1.2 Hybrid (100) auto You!	62.1	10.7	107	N/A	£22015
1.2 Hybrid (136) auto Plus	62.1	8.0	107	22	£26505
1.2 Hybrid (136) auto Max	62.1	8.0	107	22	£28395
50kWh (136) auto You!	220	10.0	0	21	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	257	9.2	0	24	£35800

E-Series: add £1160 to e-C4 Max

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) You!	54.6	11.6	123	15	£19720
1.2 PureTech (130) auto Plus	50.7	10.3	132	20	£25165
1.2 PureTech (130) auto Max	50.7	10.3	132	20	£27050
1.2 Hybrid (136) auto Plus	62.1	8.1	106	23	£26505
1.2 Hybrid (136) auto Max	62.1	8.1	106	23	£28395
50kWh (136) auto You!	219	10.0	0	22	£31960
50kWh (136) auto Max	219	10.0	0	22	£34900
54kWh (156) auto Max	260	9.3	0	23	£35800

E-Series: add £1160 to e-C4 Max

C5 X - 4805x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto You!	48.1	10.4	137	20	£29440
1.2 PureTech (130) auto Plus	48.1	10.4	137	20	£30940
1.2 PureTech (130) auto Max	48.1	10.4	137	20	£32930
1.2 Hybrid (136) auto Plus	58.9	9.7	116	N/A	£32240
1.2 Hybrid (136) auto Max	58.9	9.7	116	N/A	£34230
1.6 PureTech PHEV (225) auto Plus	236.2	7.9	32	31	£39300
1.6 PureTech PHEV (225) auto Max	236.2	7.9	33	31	£41290

Hypnos: add £2000 to PHEV (225)Max

Berlingo - 4410-4760x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	45.5	11.5	153	12	£23250
1.5 BlueHDi (100) Plus M	54.8	12.6	143	12	£24350
1.5 BlueHDi (130) auto Plus M	51.8	11.2	152	15	£26950

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Max M	51.8	11.2	153	15	£29465
52kWh (136) auto Plus M	212	N/A	0	20	£31135
52kWh (136) auto Max M	212	N/A	0	21	£33650
52kWh (136) auto Plus XL	208	N/A	0	21	£32035

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	40.7	10.6	208	N/A	£56590
50kWh (136) auto You! M	136	13.1	0	30	£38135
50kWh (136) auto You! XL	134	13.1	0	31	£39035
75kWh (136) auto You! M	215	13.1	0	31	£43535
75kWh (136) auto You! XL	215	13.1	0	32	£44435

Max: add £10840 to 75kWh

C3 Aircross - 4155x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 20th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) You!	54.2	10.1	134	18	£17830
1.2 PureTech (110) Plus	54.2	10.1	134	18	£20560
1.2 PureTech (130) auto Plus	48.5	9.2	144	21	£22140
1.5 BlueHDi (110) Max	64.0	10.8	130	15	£23800

Max: add £2100 to Plus

C5 Aircross - 4500x1969mm
Euro NCAP: ★★★★★ **Driver Power:** 9th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Plus	48.9	10.3	140	18	£24280
1.2 PureTech (130) Max	48.9	10.3	140	18	£28125
1.2 Hybrid (136) auto Max	53.3	10.2	128	21	£31490
1.2 Hybrid (136) auto E-Series	53.3	10.2	130	21	£34080
1.6 PureTech PHEV (225) auto Max	220.9	8.7	33	28	£36495
1.6 PureTech PHV (225) at E-Series	220.9	8.7	34	28	£39135
1.5 BlueHDi (130) auto Plus	54.1	10.6	144	19	£26880
1.5 BlueHDi (130) auto Max	54.1	10.6	144	19	£30725

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	N/A	140	N/A	£33450
1.5 TSI (150) V2	44.8	N/A	143	N/A	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	N/A	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	N/A	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	N/A	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	N/A	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	N/A	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	N/A	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	N/A	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	N/A	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	N/A	£47340
77kWh (286) auto V2	337	6.8	0	N/A	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	N/A	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	N/A	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£13795
1.0 TCe (90) Expression	53.3	12.2	119	14	£14795
1.0 TCe (90) Journey	53.3	12.2	119	14	£15795
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£17295
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£13795
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£14795
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£15795

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£15295
1.0 TCe (90) Expression	50.4	12.0	127	10	£16295
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19145
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£15295
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£16295
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1784mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18295
1.0 TCe (110) Expression	48.7	11.2	132	13	£19595
1.0 TCe (110) Extreme	48.7	11.2	132	13	£20595
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£22995
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£23995

Spring - 3701x1583mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£18745
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21245
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£23445
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24245

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 P'Tech (100) Performance Line	54.3	10.9	126	15	£27200
1.2 P'Tech (130) auto Perf Line	48.7	9.2	135	20	£29765
1.2 Hybrid (136) auto Perf Line	62.1	9.2	112	21	£31110
54kWh (155) at E-Tense Perf Line	248	9.0	0	29	£38465

Opera: add £4770 to petrol Performance Line, add £4750 to E-Tense

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Pallas	48.6	10.4	138	18	£32450
1.2 PureTech (130) auto Etoile	48.6	10.4	138	20	£35250
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£33800
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£36600
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£34400
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£37200

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56200
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64800
1.6 Hyb E-Ten (360) at 4x4 Opera	188.3	5.6	35	45	£73615
1.6 Hyb E-Ten (360) at 4x4 Esprit d V	188.3	5.6	35	45	£74615

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) at Perf Lin+	220.9	8.9	33	34	£48300
1.6 Hyb E-Tns (300) at P Line+ 4x4	222.3	5.9	32	40	£53180
1.6 Hyb E-Tns (360) at P Line+ 4x4	161.1	5.6	44	41	£57060
1.5 B'HDi (130) at Performance Li+	53.3	10.7	146	26	£40360

Rivoli: add £1180 to Performance Line+ (not E-Tense 360) **Opera:** add £3840 to Performance Line+ (not BlueHDi)

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Panda - 3653x1643mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70) Panda	57.6	13.9	111	6	£14775
1.0 FireFly Hybrid (70) (Red)	56.5	14.7	113	6	£16775
1.0 FireFly Hybrid (70) Top	56.5	14.7	113	6	£16275
1.0 FireFly Hybrid (70) Garmin	56.5	14.7	113	6	£17775

500 - 3571-3632x1900-1627mm
Euro NCAP: ★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 FireFly Hybrid (70)	56.5	13.8	114	8	£16800
1.0 FireFly Hybrid (70) Top	55.4	13.8	116	9	£18300
24kWh (95) auto	118	9.5	0	16	£24995
42kWh (118) auto	200	9.0	0	17	£27995
42kWh (118) auto La Prima	194	9.0	0	18	£30995

500C: add £2675 to Hybrid, add £6000 to Electric

500X - 4269x1796mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T FireFly 48v (130) auto	49.6	9.4	129	14	£28525
1.3T FireFly 48v (130) auto (Red)	49.6	9.4	129	14	£29985
1.3T FireFly 48v (130) auto Top	47.9	9.4	133	14	£29985

Dolcevita: add £2650

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£23975
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£26975
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£24975
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£27975
54kWh (154) auto (Red)	254	9.0	0	N/A	£32995
54kWh (154) auto La Prima	252	9.0	0	N/A	£36995

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28500
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29330
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31530
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30350
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31180
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33380
2.3T EcoBoost (280) ST	35.3	5.7	183	27	£37705
2.3T EcoBoost (280) ST Edition	35.3	5.7	183	27	£42905
2.3T EcoBoost (280) auto ST	35.8	5.7	182	27	£39155

Estate: add £1160-£1600
Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£25800
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£26700
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£27600
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£28500
1.0T E'Boost (155) auto Titanium	49.6	8.7	129	17	£28350
1.0T EcoBoost (155) auto ST-Line	49.6	8.7	128	17	£29250
1.0T EcoBoost (170) auto ST	47.1	7.4	136	21	£33050
53kWh (168) auto Select	233	8.0	0	N/A	£29995
53kWh (168) auto Premium	226	8.0	0	N/A	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	233	8.7	0	19	£39875
55kWh (170) auto Premium	221	8.7	0	20	£43975
82kWh (286) auto Select	374	6.4	0	28	£45875
82kWh (286) auto Premium	354	6.4	0	29	£49975
84kWh (340) auto Premium AWD	329	5.3	0	32	£53975

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto Select	242	8.7	0	20	£42075
55kWh (170) auto Premium	231	8.7	0	21	£46175
82kWh (286) auto Select	389	6.4	0	29	£48075
82kWh (286) auto Premium	369	6.4	0	30	£52175
84kWh (340) auto Premium AWD	346	5.3	0	33	£56175

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32095
1.5T E'Boost (150) ST-Line	44.1	9.5	147	17	£37395
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38565
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42365
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£40865
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40555
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£40955

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (268) auto Select	292	6.9	0	33	£50830
98kWh (294) auto Premium	372	7.0	0	37	£59380
98kWh (370) auto AWD Premium	341	5.8	0	40	£65405
98kWh (487) auto AWD GT	320	4.4	0	40	£74540
98kWh (487) auto AWD GT Rally	316	4.4	0	40	£76790

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 E'Boost (288) at DC Raptor	20.5	7.9	315	42	£58901
2.0 EcoBlue (170) Double Cab XL	37.7	10.5	222	39	£35760
2.0 EcoBlue (170) Double Cab XLT	37.7	10.5	221	39	£37380
2.0 EcoBlue (205) auto DC Tremor	38.2	10.5	270	41	£41460
2.0 EcoBlue (205) at DC Wildtrak	38.2	10.5	230	42	£47220
2.0 EcoBlue (205) at DC Wildtrak X	38.2	10.5	271	42	£49620
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£56531
3.0 V6 E'Blue (240) at DC Wildtrak	32.5	8.7	264	44	£52620
3.0 V6 E'Blue (240) at DC Platinum	32.5	8.7	266	45	£55080

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	274	44	£55275
5.0 V8 (446) auto GT Fastback	23.9	4.9	277	45	£57725
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£59225
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£61225
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£67995
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£69995

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

G70 - 4685x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (245) auto Sport	35.4	6.1	181	38	£41555

Shooting Brake: add £1400

G80 - 4995x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium	33.9	6.0	190	40	£43100
2.5T (304) auto Premium AWD	31.2	6.3	208	43	£45655
87.2kWh (370) at El'fied Lux AWD	323	4.9	0	50	£69905

Sport: add £5200 to Premium
Luxury: add £5300 to Premium

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54105
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£58565

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (300) auto Premium AWD	29.7	6.1	216	44	£42955
2.5T (300) auto Sport AWD	29.7	6.1	216	44	£45255
2.2D (206) auto Premium AWD	40.0	7.9	185	44	£42455
2.2D (206) auto Sport AWD	40.0	7.9	185	41	£44755
77.4kWh (490) at El'fied Spt AWD	283	4.2	0	N/A	£65105

Luxury: add £1300 to Sport (not Electrified)

GV80 - 4945x1975mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Premium AWD	27.4	6.9	241	46	£60645
2.5T (304) auto Premium AWD 7st	27.2	6.9	244	46	£60125

Sport: add £5800 **Luxury:** add £6100 **Luxury Plus:** add £15300

GWM ORA

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£26885
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£28085
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£29085
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£29285

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 eHEV (143) auto Elegance	60.1	7.9	108	28	£35005
2.0 eHEV (143) auto Sport	56.5	7.9	113	28	£36505
2.0 eHEV (143) auto Advance	56.5	8.1	114	28	£39805
2.0T (329) auto Type R	34.4	5.4	189	43	£50050

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£30705
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£33160
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£36305

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£39995
68.8kWh (204) auto Advance	256	7.7	0	43	£42195

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£39505
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£41110
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£42910

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£45930
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£49030
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£53995

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16030
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£16680
1.2 MPi (84) Advance	52.3	15.6	123	6	£16830
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£17480
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£18630

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£21530
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24180
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£22780
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£25430
1.6 T-GDi (204) N	40.3	6.2	158	27	£27165

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (120) SE Connect	61.4	11.2	118	10	£22710
1.0 T-GDi (120) Premium	52.3	11.2	123	11	£25660
1.0 T-GDi (120) auto SE Connect	61.4	11.2	121	11	£23910
1.0 T-GDi (120) auto Premium	61.4	11.2	121	11	£26860
1.5 T-GDi (159) N Line	44.1	8.4	146	16	£26670
1.5 T-GDi (159) auto N Line	45.5	8.8	141	16	£27880
2.0 T-GDi (280) N Performance	35.3	5.4	182	26	£36415

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	N/A	£39900
84kWh (228) auto Advance	354	7.5	0	N/A	£43400
84kWh (228) auto N Line	320	5.3	0	38	£46620
84kWh (325) auto N Line AWD	307	5.3	0	41	£50120
84kWh (650) auto N AWD	278	3.4	0	49	£65000

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47040
77kWh (325) auto Premium AWD	322	5.1	0	41	£50540

Ultimate: add £3500 to Premium
First Ed: add £4750 to Premium AWD

Inster - 3825x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	N/A	£23495
49kWh (115) auto 01	229	10.6	0	N/A	£25045
49kWh (115) auto 02	223	10.6	0	N/A	£26745
49kWh (115) auto 02 Tech	223	10.6	0	N/A	£27245

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£22480
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£23880
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£23730
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25130

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26040
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£27840
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£26990
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29200
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£28540
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£30340
1.6 Hybrid (129) auto Advance	60.1	12.0	106	N/A	£30385
1.6 Hybrid (129) auto N Line	60.1	12.0	106	N/A	£32185
48kWh (156) auto Advance	234	8.8	0	25	£34995
65kWh (218) auto Advance	319	7.8	0	31	£38595
65kWh (218) auto N Line	282	7.8	0	31	£40395

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£32000
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£34500
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£33580
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36080
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£40990
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£35590
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38140
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42230
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39275
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41775
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43375

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£46775
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£50275
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£52775
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£48830
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£52330
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£54830
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51885
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55135
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57635

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65015
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£76140
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65015
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£76140

Fieldmaster/Trialmaster Editions: add £7500 to Utility Wagon, standard on Station Wagon

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66230
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66230

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5265x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.6	12.7	220	39	£35436
1.9D (164) DL20 Double Cab	33.6	12.7	220	39	£38196
1.9D (164) DL40 Double Cab	33.6	12.7	220	40	£41916
1.9D (164) V-Cross Double Cab	33.6	12.7	220	40	£43716
1.9D (164) Arctic Trucks AT35 DC	33.6	12.7	220	40	£62916
1.9D (164) auto Utility Double Cab	30.7	13.0	241	40	£37836
1.9D (164) auto DL20 Double Cab	30.7	13.0	241	40	£40596
1.9D (164) auto DL40 Double Cab	30.7	13.0	241	40	£44316
1.9D (164) at V-Cross Double Cab	30.7	13.0	241	40	£46116
1.9D (164) at Arc Trucks AT35 DC	30.7	13.0	241	40	£65916

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	22	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	33	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	41	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£24359
1.2T (100) Altitude	49.6	10.6	127	23	£26059
1.2T (100) Summit	49.6	10.6	129	23	£28259
1.2 E-Hybrid (100) auto Longitude	57.6	N/A	111	22	£25999
1.2 E-Hybrid (100) auto Altitude	57.6	N/A	111	23	£27699
1.2 E-Hybrid (100) auto Summit	57.6	N/A	111	23	£29899
54kWh (156) auto Longitude	244	9.6	0	24	£34999
54kWh (156) auto Altitude	244	9.6	0	24	£36699
54kWh (156) auto Summit	244	9.6	0	25	£38899

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto Altitude	50.4	9.7	125	17	£30709
1.5T E-Hybrid (130) auto Summit	50.4	9.7	125	17	£33209
1.3T PHEV (190) auto Limited 4xe	148.7	7.7	41	22	£36500
1.3T PHEV (240) at Overland 4xe	141.2	7.1	45	24	£38219
1.3T PHEV (240) at Trailhawk 4xe	**141.2**	**7.1**	**43**	**26**	**£39219**

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) Altitude	50.4	10.0	127	26	£34150
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38105
1.3T PHEV (240) auto Altitude 4xe	148.7	7.3	44	33	£40655
1.3T PHEV (240) at Overland 4xe	148.7	7.3	44	33	£41675
1.3T PHEV (240) auto Summit 4xe	148.7	7.3	44	31	£44655
1.3T PHEV (240) at Trailhawk 4xe	141.2	7.3	47	31	£44675

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£61125
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£63125

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	N/A	£72304
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85804

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23030
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£24550

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K30	36.9	10.8	175	18	£25595
1.5 GDi-T (163) K40	36.9	10.8	175	18	£28595
1.5 GDi-T (163) auto K30	35.5	10.8	182	18	£27095
1.5 GDi-T (163) auto K40	35.5	10.8	182	18	£30595

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£31995
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£34995
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£36995
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£39995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£41995

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£40585
2.2D (202) auto K40	32.9	10.7	225	37	£42585
2.2D (202) auto K50	32.6	10.7	227	38	£46370

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) EX	34.0	N/A	220	48	£31326
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£39906
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£41406

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** 12th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	111	4	£15595
1.0 DPi (62) GT-Line	52.3	15.4	122	5	£16745
1.0 DPi (62) 3	55.4	15.4	111	5	£17545
1.0 DPi (62) auto 2	54.3	18.2	114	4	£16295
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17445
1.0 DPi (62) auto 3	54.3	18.2	114	5	£18245
1.2 DPi (77) GT-Line S	51.4	13.1	125	8	£18445
1.2 DPi (77) auto GT-Line S	49.6	16.5	129	5	£19145

Ceed - 4310x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	48.7	9.5	128	13	£23105
1.5 T-GDi (138) GT-Line	48.7	9.5	131	13	£25755
1.5 T-GDi (138) 3	49.6	9.5	131	13	£26225
1.5 T-GDi (138) auto GT-Line	47.9	9.7	134	13	£26710
1.5 T-GDi (138) auto 3	47.9	9.7	134	13	£27210
1.5 T-GDi (138) auto GT-Line S	44.8	9.7	142	15	£31215

Ceed Sportswagon - 4600x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	49.6	9.7	129	13	£23850
1.5 T-GDi (138) 3	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto 3	47.1	9.9	136	13	£27955

ProCeed - 4605x1800mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) GT-Line	47.9	9.7	133	13	£26855
1.5 T-GDi (138) auto GT-Line	47.9	9.9	134	13	£27810
1.5 T-GDi (138) auto GT-Line S	44.8	9.9	144	14	£32315

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	N/A	£45575
84kWh (226) auto GT-Line	361	7.7	0	N/A	£48575
84kWh (320) auto AWD GT-Line	339	5.3	0	N/A	£52075
84kWh (577) auto AWD GT	263	3.5	0	45	£62675

GT-Line S: add £5100 to GT-Line,
heat pump: add £1000 to GT-Line S

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** 30th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21265
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22270
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23760
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22265
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23270
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24760

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24340
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£25815
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26315
1.5 T-GDi (138) auto GT-Line	N/A	8.9	142	17	£26915
1.5 T-GDi (138) auto 3	N/A	8.9	142	17	£27415
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£31915

Soul EV - 4220x1825mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
64kWh (201) auto Explore	280	7.9	0	31	£39075

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30085
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32335
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35085
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35325
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37575
1.6 GDi PHEV (180) auto 3	282.5	9.6	22	24	£40325
65kWh (201) auto EV 2	285	7.8	0	28	£37325
65kWh (201) auto EV 3	285	7.8	0	29	£39575
65kWh (201) auto EV 4	285	7.8	0	29	£42325

Horizon: add £670 to 2
heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	N/A	£32995
81.4kWh (201) auto Air	372	7.7	0	N/A	£35995
81.4kWh (201) auto GT Line	347	7.7	0	N/A	£39495
81.4kWh (201) auto GT Line S	347	7.7	0	N/A	£42995

Heat pump: add £900 to GT-Line S

Sportage - 4515x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi 48v (157) 2	44.1	9.8	149	19	£29390
1.6 T-GDi 48v (157) GT-Line	44.1	9.8	146	20	£31890
1.6 T-GDi 48v (157) auto GT-Line	44.8	9.8	146	20	£33590
1.6 T-GDi 48v (157) auto GT-Line S	42.2	9.8	147	31	£38790
1.6 T-GDi HEV (212) auto GT-Line	51.4	8.4	129	22	£35485
1.6 T-GDi HEV (212) auto GT Line S	51.4	8.4	132	24	£40690
1.6 T-GDi HEV (212) at GT-Li S AWD	45.6	8.7	146	24	£42290
1.6 T-GDi PHEV (248) at GT-Li AWD	235.4	8.4	25	26	£40575
1.6 T-GDi PHEV (248) at GT-L S AWD	235.4	8.4	25	27	£45775

3: add £1000 to GT-Line

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£42995
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47195
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£51695
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47295
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51495
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£55995
2.2 CRDi (190) auto AWD 2	43.5	N/A	170	30	£41995
2.2 CRDi (190) auto AWD 3	42.8	N/A	173	31	£46195
2.2 CRDi (190) auto AWD 4	42.8	N/A	174	32	£50695

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65025
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73275
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76025
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77025

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50150
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52770
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£57920
2.0 D165 auto AWD S	42.7	10.2	173	28	£43445
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£46965
2.0 D200 auto AWD S	42.7	8.6	173	32	£44845
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£48365
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£53515

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£93445
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£110505
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£59790
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£66525
3.0 D350 auto AWD S	33.7	6.2	219	41	£58310
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£63290
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£70025
3.0 D350 auto AWD X	33.0	6.2	224	46	£88735

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£160800
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£97650
2.0T P300e auto AWD S	104.2	7.6	61	41	£69700
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76655
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79470
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86600
2.0T P300e auto AWD X	98.6	7.6	65	46	£94930
3.0 D250 auto AWD S	33.1	8.3	223	38	£60470
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£68510
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£71320
3.0 D350 auto AWD S	33.1	6.4	224	38	£64640
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£72680
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£75495
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£82130
3.0 D350 auto AWD X	32.3	6.4	229	46	£93630

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£88005
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£91465
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£109730
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120065
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£81585
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£85580
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£82720
3.0 D350 auto AWD X	31.8	6.8	233	47	£105650

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£62960
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£68760
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£73125
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£78020

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£43660
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£46235
1.5 P270e auto AWD S	196.0	6.8	33	34	£49000
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53125
1.5 P270e at AWD Dynamic HSE	192.1	6.8	33	36	£56125
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£60485
2.0 D165 S	46.7	9.5	158	25	£40115
2.0 D165 auto AWD S	44.0	9.2	168	26	£43700
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47075
2.0 D200 auto AWD S	44.0	7.9	168	29	£44755
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£48880
2.0 D200 auto AWD Dynamic HSE	43.4	7.9	171	33	£52295
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£57670

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£67025
3.0T P400 at AWD Dynamic HSE	28.3	5.2	228	46	£73235
3.0T P400 at AWD Autobiography	28.1	5.2	229	47	£80350
2.0T P400e auto AWD S	160.3	5.1	40	43	£65095
2.0T P400e auto AWD Dynamic SE	157.0	5.1	41	44	£69210
2.0T P400e at AWD Dynamic HSE	150.1	5.1	43	47	£72735
2.0 D200 auto AWD S	43.7	7.8	169	36	£54490
2.0 D200 auto AWD Dynamic SE	42.9	7.8	173	36	£58950
2.0 D200 auto AWD Dynamic HSE	41.6	7.8	178	41	£64375
3.0 D300 auto AWD Dynamic SE	38.4	6.1	192	42	£64905
3.0 D300 auto AWD Dynamic HSE	37.5	6.1	197	46	£69730
3.0 D300 at AWD Autobiography	37.3	6.1	198	46	£76845

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90200
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93200
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104720
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114050
4.4 V8TT P635 auto AWD SV Ed 1	23.7	3.6	270	50	£168500
3.0 D250 auto AWD S	39.4	7.3	188	44	£75255
3.0 D300 auto AWD SE	38.8	6.1	191	47	£83295
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£86925
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£98445
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£102625

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£142400
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£171600
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115805
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121525
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134865
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138555
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161755
3.0 D300 auto AWD SE	38.2	6.3	194	50	£104025
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£110105
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£123705
3.0 D350 auto AWD SE	38.3	5.7	194	50	£107125
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£113205
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£126805

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£144400
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£192000
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137435
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178180

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£118405
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£128805

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43595
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£56895

Premium Plus: add £4900 to Premium

LS - 5235x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.5 V6 Hyb (359) at 500h Premium	35.3	5.4	182	50	£101775
3.5 V6 Hyb (359) at AWD 500h Prem	29.7	5.5	214	50	£105020
3.5 V6 Hyb (359) auto 500h F Sport	35.3	5.4	182	49	£101775
3.5 V6 Hyb (359) at AWD 500h Takumi	29.7	5.5	214	50	£120660

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	N/A	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	N/A	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	N/A	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32505
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34505
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38255
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£39555
1.5 Hybrid (136) at Original Ed	65.7	9.6	105	25	£40005

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£34895
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£36895
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42595
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44395
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48495
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£43895
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£45695
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£49795
72.8kWh (204) auto 300e	279	7.5	0	38	£40795
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44095
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£49995

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44445
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46245
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58495
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45445
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47245
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£54995
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59495
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£49995
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57645
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59645

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£49995
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52295
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£59995
71.4kWh (313) auto 450e Urban	272	5.6	0	43	£55595
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£57895
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65595

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (250) at 350h Premium	44.1	7.9	150	42	£62140
2.5 Hybrid (250) at 350h Takumi	44.1	7.9	145	43	£76640
2.4T Hyb (371) at 500h F Sport	35.3	6.2	182	46	£77250
2.5 PHEV (309) at 450h+ Prem	256.8	6.5	25	44	£63995
2.5 PHEV (309) at 450h+ T'kmi	256.8	6.5	25	45	£75995

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 - 4070x1695mm
Euro NCAP: ★★★★ **Driver Power:** 33rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (75) Centre-Line	58.9	11.3	109	16	£18625
1.5 Skyactiv-G (90) Centre-Line	60.1	9.8	107	18	£19525
1.5 Skyactiv-G (90) Homura	60.1	9.8	107	18	£19835
1.5 Skyactiv-G (90) Exclusive-Line	60.1	9.8	107	18	£20375
1.5 Skyactiv-G (90) at Exclusive-Li	52.3	12.1	122	14	£21900
1.5 Skyactiv-G (115) Homura Aka	56.5	9.1	113	21	£23845

Homura Aka: add £1000 to Exclusive-Line

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24135
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25390
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27290
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29240

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24010
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25110
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£26810
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27155
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£28305
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27005
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29305
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£30855

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£25415
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27015
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£28715
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£28515
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30215
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£28815
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31115
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£33365
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£30365
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£32665
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£34865

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31495
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33495
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£35895
35.5kWh e-S'activ (145) at Prime	124	9.7	0	19	£27995
35.5kWh e-S'activ (145) a Exclusiv	124	9.7	0	19	£29995
35.5kWh e-S'act (145) at Makoto	124	9.7	0	19	£32395

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31060
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34160
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36560
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33070
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36170
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£38570
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£41185
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36360
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£38370
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£40770
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£42785

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£45420
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£48170
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£49520
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£45370
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£47970
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£50720
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£54970

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£45420
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£48170
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£49520
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£51455
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£54605
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£55555

Plus: add £2650 to PHEV, add £2450 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28015
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30015
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£32435
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£32435

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	135	20	£30720
1.3T (136) auto A 180 Sport Exec	47.1	9.2	135	20	£32105
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£33655
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41055
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£46000
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£63445
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£34715

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition
Legacy Edition: add £4425 to A 45 S

A-Class Saloon - 4558x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) auto A 180 Sport Exec	47.9	9.3	134	20	£32700
1.3T (163) auto A 200 Sport Exec	47.9	8.3	134	23	£34250
1.3T (218) at A 250 e AMG Li Exec	313.9	7.5	71	28	£41650
2.0T (306) at AMG A 35 4MT Exec	33.6	4.8	189	36	£46385
2.0 (150) auto A 200 d Sport Exec	57.7	8.4	128	23	£35310

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £1600 to A 35 Executive

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	140	25	£35435
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£36545

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4688x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at CLA 180 Sport Edition	47.1	9.4	135	22	£32550
1.3T (136) at CLA 180 Sport Exec	47.1	9.4	137	23	£34735
1.3T (163) at CLA 200 Sport Exec	47.1	8.4	132	26	£36235
1.3T (218) at CLA 250 e AMG L Exec	353.1	7.6	17	34	£45545
2.0T (306) at AMG CLA 35 4MATIC	33.6	4.9	190	37	£49875
2.0T (421) at AMG CLA 45 S 4MT+	31.4	4.1	204	41	£68355
2.0 (190) at CLA 220 d Sport Exec	55.4	7.3	132	30	£39465

Shooting Brake: add £1000
AMG Line Executive: add £3170 to Sport Executive

C-Class - 4793-4755x1841-1820mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.3	145	38	£45120
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	156	40	£52030
2.0T (313) auto C 300 e Urban Ed	565.0	6.1	12	45	£49860
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51860
2.0T (408) auto AMG C 43 4MATIC	30.7	4.6	210	44	£67500
2.0T (476) at AMG C 63 S e 4MT+	38.7	3.4	167	50	£97530
2.0 (200) auto C 220 d AMG Line	62.8	7.3	120	39	£46570
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	139	41	£53870

Estate: add £1525-£1900

E-Class - 4950x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	42.8	7.5	146	42	£55120
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£64610
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£69610
2.0 (197) auto E 220 d AMG Line	58.9	7.6	126	42	£56820
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£66610
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	12	50	£71610
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£79280

AMG Line Premium: add £5000 to AMG Line **Exclusive Premium:** add £410 to E 200 AMG Line Premium, add £50 to E 220 d AMG Line Premium, same price as E 300 e/E 300 de/E 450 d AMG Line Premium
Estate: add £2640 to E 200, add £2250 to E 300 e/E 300 de, add £2295 to E 220 d

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69105
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74605
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82605
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105860

AMG GT 4-Door - 4996x1896mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (639) at AMG GT 63 S 4MT	21.6	3.2	298	50	£156555
4.0 V8TT (843) at AMG GT 63 S E Prf	22.1	2.9	198	50	£179410

S-Class - 5210-5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (449) at S 500 4MT AMG Line	33.2	4.7	194	50	£105490
3.0 (449) at S 500 L 4MT AMG Line	33.2	4.7	196	50	£109550
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£118460
4.0 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£175840
4.0 (802) auto AMG S 63 E Perf	23.9	3.3	104	50	£188820
6.0 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£220550
3.0 (313) auto S 350 d AMG Line	45.6	5.6	164	50	£93955
3.0 (313) auto S 350 d L AMG Line	42.8	5.6	166	50	£98015
3.0 (367) at S 450 d L 4MT AMG Li	41.5	5.0	171	50	£102995

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQS 350 AMG Line	409	6.7	0	50	£99835
118kWh (360) at EQS 450+ AMG Li	481	6.2	0	50	£112610
118kWh (658) at AMG 53 4MAT+	378	3.8	0	50	£161860

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£74670
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£79950
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£90010
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£75680
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£80960
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£86820
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88420

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) auto EQV 300 Sport	213	12.1	0	44	£87995

Premium: add £2780 **Premium Plus:** add £8075

GLA-Class - 4412x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.2	10.0	153	29	£35660
1.3T (163) at 200 Sport Executive	42.2	8.9	153	29	£37845
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	25	40	£45520
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£53465
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£71235
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£38495
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£45960

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49750
67kWh (190) auto 250+ AMG Line	323	8.6	0	44	£52010
67kWh (228) auto 300 4MT AMG Li	266	7.7	0	46	£53010

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	40.4	9.3	160	28	£39150
2.0T (306) auto AMG 35 4MATIC	31.0	5.5	207	41	£57885
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£39800
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£47080

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52800
71kWh (190) auto 250+ AMG Line	300	8.9	0	N/A	£55060
67kWh (228) auto 300 4MT AMG Li	255	8.0	0	29	£55310

GLC-Class - 4721x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	37.2	6.2	171	42	£54945
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£58860
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£63360
2.0 (219) at 220 d 4MAT AMG Line	52.3	8.0	141	40	£52895
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£61805
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	11	49	£61110
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	11	49	£65610

GLC-Coupe - 4769x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	25.5	6.3	170	43	£61030
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65360
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£69860
2.0 (219) at 220 d 4MAT AMG Line	41.5	8.1	139	41	£59395
2.0 (291) at 300 d 4MT AMG L Prm	36.2	6.4	149	44	£67895

GLE-Class - 4924x2010mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (403) at 450 4MAT Urban Ed	29.1	5.6	220	47	£80000
2.0 Hyb (375) at 400 e 4M Urban	313.9	6.1	20	47	£79360
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£94190
4.0 V8TT (612) at AMG 63 S 4MT+	22.2	3.9	288	50	£143595
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£75445
3.0 (389) at 450 d 4MAT Urban Ed	37.2	5.6	199	48	£79000
3.0 (329) at 350 de 4MAT Urban Ed	403.6	6.9	17	48	£77360

Seven seats: standard on GLE 450, AMG 53, 300 d, 450 d **AMG Line:** add £5000 to Urban Edition

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	313.9	6.1	17	49	£81360
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£103190
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£145595

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	195	49	£81000
3.0 (389) at 350 de 4MT Urban Ed	470.8	6.9	17	49	£79360

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	376	6.9	0	50	£75495
91kWh (292) at 350 4MAT AMG Li Ed	339	6.6	0	50	£79995
96kWh (408) at 500 AMG Line Ed	362	5.0	0	50	£90560
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£114995

GLS-Class - 5209x2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	25.2	6.1	241	47	£110190
4.0 V8TT (579) at 600 Maybach	20.2	4.9	313	50	£177595
4.0 V8TT (579) at 600 May 1st Class	20.0	4.9	315	50	£181895
4.0 V8TT (634) at AMG 63 4MAT+	22.1	4.2	303	50	£153595
3.0 (330) at 450 d 4MAT AMG Line	32.1	6.1	230	50	£108190

Business Class: add £10385 to GLS 450, add £10000 to GLS 450 d

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	401	6.1	0	50	£129470
118kWh (544) at 580 4MAT AMG Li	400	4.7	0	50	£139470
118kWh (658) at 680 4MAT Maybach	369	4.4	0	50	£200860

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£146095
4.0 V8TT (605) at AMG 63 4MAT	19.1	4.4	338	50	£184595
3.0 (387) auto G 450 d AMG Line	31.7	5.8	235	50	£136690
116kWh (587) at G 580 EQ Edition 1	289	4.7	0	50	£180860

Carbon Edition: add £10000 to AMG 63 **Manufaktur Edition:** add £16500 to AMG 63 **Magno Edition:** add £19000 to AMG 63

CLE-Class Coupe - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	44.1	7.4	145	35	£46620
2.0T (258) at CLE 300 4MT AMG Li P	39.8	6.2	162	40	£55780
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£60610
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£66320
3.0T (449) at AMG CLE 53 4MAT+	30.4	4.2	212	44	£73075
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£49070

CLE-Class Cabriolet - 4850x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£53030
2.0T (258) at CLE 300 4MT AMG Li P	38.2	6.6	167	44	£59780
3.0T (381) at CLE 450 4MT AMG Li P	35.5	4.7	180	46	£70320
3.0T (449) at AMG CLE 53 4MAT+	29.4	4.4	218	47	£77075
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£55070

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto SL 43 Touring	30.7	4.7	210	50	£106555
2.0T (421) at SL 43 Premium Plus	30.7	4.7	215	50	£117250
4.0 V8TT (476) at SL 55 4MT Prem+	21.1	3.9	305	50	£147855
4.0 V8TT (585) at SL 63 4MT Prem+	21.2	3.6	305	50	£172105
4.0 V8TT (816) at SL 63 4MT S E Prf	36.7	2.9	175	50	£190845

Touring/Touring Plus: same price as Premium/Premium Plus (not SL 63) **Ultimate:** add £7500 to SL 63

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (585) at 63 4MT Prem+	20.0	3.2	319	50	£164905
4.0 V8TT (585) at 63 4MT Launch Ed	20.0	3.2	319	50	£180905
4.0 V8TT (816) at 63 4MT S E Prf P+	34.5	2.8	188	50	£180745

Ultimate: add £1100 to Premium Plus

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£18495
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£20495

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£26995
64kWh (203) auto SE Long Range	281	7.9	0	28	£29495
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32495
77kWh (245) auto Extended Range	323	6.5	0	33	£36495
64kWh (435) auto XPower	239	3.7	0	40	£36495

MG5 - 4600x1818mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52.5kWh (156) auto SE	214	7.7	0	32	£30995

Trophy: add £2500 to SE

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	N/A	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	N/A	£24495

ZS EV - 4314x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (176) auto SE	198	8.0	0	21	£30495
73kWh (156) auto SE Long	273	8.2	0	21	£32995

Trophy: add £2500 to EV SE

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£23150
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£25350
2.0T (204) auto S Classic	45.6	6.6	140	25	£27550
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£29750
41kWh (184) auto E Classic	190	7.3	0	20	£30000
41kWh (184) auto E Exclusive	190	7.3	0	20	£32200
54kWh (218) auto SE Classic	250	6.7	0	26	£34500
54kWh (218) auto SE Exclusive	250	6.7	0	26	£36700

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	N/A	£24050
1.5T (156) auto C Exclusive	46.3	8.0	137	N/A	£26250
2.0T (204) auto S Classic	44.8	6.8	142	N/A	£28450
2.0T (204) auto S Exclusive	44.8	6.8	142	N/A	£30650

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£31800
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£34550
49.2kWh (218) auto SE Classic	251	7.1	0	23	£36300
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£39050

Sport: add £1850 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29340
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31840
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£34740
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£37650
2.0T (300) auto JCW ALL4	36.2	5.4	177	30	£41575
64.6kWh (204) auto E Classic	286	8.6	0	23	£42080
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£44580
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£47180
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£49680

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Leaf - 4490x1812mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
39kWh (150) auto Shiro	168	7.9	0	25	£28495
39kWh (150) auto Acenta	168	7.9	0	24	£28995

N-Connecta: add £1500 to Acenta
Tekna: add £3000 to Acenta

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£23500
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£25500
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25000
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27000
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29095

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 42nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30135
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£34845
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£30855
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35565
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32455
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37465
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39250
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34430
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39620

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£35175
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£41240
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37540
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43655
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£39790
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£45855

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39645
63kWh (217) auto Advance	250	7.5	0	30	£43145
87kWh (242) auto Engage	330	7.6	0	34	£44645
87kWh (242) auto Advance	329	7.6	0	34	£48145
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50845

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 6th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	58.2	10.1	117	21	£23710
1.2 Hybrid (100) auto Allure	65.9	9.8	102	22	£25510
1.2 Hybrid (100) auto GT	65.9	9.8	104	21	£27660
1.2 Hybrid (136) auto GT	65.0	8.1	105	29	£28860
50kWh (136) auto Allure	225	8.1	0	28	£29950
50kWh (136) auto GT	225	8.1	0	31	£32100
51kWh (156) auto Allure	259	8.2	0	28	£30750
51kWh (156) auto GT	259	8.2	0	31	£32900

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Active	51.9	9.7	126	19	£29645
1.2T PureTech (130) auto GT	51.9	9.7	130	20	£33670
1.2T Hybrid (136) auto Active	62.6	9.3	107	19	£30265
1.2T Hybrid (136) auto GT	62.6	9.3	111	21	£34470
1.6 PHEV (180) auto Allure	242.7	7.6	28	26	£38060
1.6 PHEV (180) auto GT	242.7	7.6	29	28	£40870
1.6 PHEV (225) auto GT	242.7	7.5	29	29	£42270
1.5 BlueHDi (130) auto Active	59.6	10.6	128	19	£30865
1.5 BlueHDi (130) auto GT	59.6	10.6	132	21	£35070
54kWh (156) auto Allure	257	9.8	0	24	£38650
54kWh (156) auto GT	257	9.8	0	25	£40720

308 SW: add £1200 **Allure:** add £1530 to Active

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T PureTech (130) auto Allure	48.1	10.4	136	19	£33195
1.2T PureTech (130) auto GT	48.1	10.4	136	21	£35935
1.2T Hybrid (136) auto Allure	58.8	10.2	114	N/A	£33810
1.2T Hybrid (136) auto GT	58.8	10.2	114	N/A	£36730
1.6 PHEV (180) auto Allure	231.9	8.1	31	28	£40550
1.6 PHEV (180) auto GT	231.9	8.1	31	29	£43410
1.6 PHEV (225) auto GT	232.3	7.8	31	31	£44820

508 Fastback - 4750x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid (225) auto Allure	274.8	7.9	34	36	£45765
1.6 Hybrid (225) auto Allure SW	274.8	8.0	37	36	£46965

e-Rifter - 4403-4753x1878mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (100) auto Allure	199	N/A	0	N/A	£32320
50kWh (100) auto GT	199	N/A	0	N/A	£35115
50kWh (100) auto Allure Long	199	N/A	0	N/A	£33220
50kWh (100) auto GT Long	199	N/A	0	N/A	£36015

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	10.8	0	38	£48995
75kWh (136) auto Active Long	217	10.8	0	40	£49895

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** 8th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) Allure	52.7	9.7	131	16	£28405
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£30010
1.2 Hybrid (136) auto Allure	62.1	8.3	111	23	£30805
50kWh (136) auto Allure	232	9.8	0	26	£34400
54kWh (156) auto Allure	271	9.1	0	26	£35200

GT: add £2150 to Allure (not PureTech 130 manual)

3008 - 4542x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£35035
1.2T PHEV (195) auto Allure	356.2	7.8	19	N/A	£40750
73kWh (210) auto Allure	327	8.8	0	32	£45950
98kWh (230) auto Allure	422	N/A	0	N/A	£48650

GT: add £3800 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£37735
1.2T PHEV (195) auto Allure	356.2	8.3	23	N/A	£43450
73kWh (210) auto Allure	311	9.7	0	33	£48650

GT: add £3800 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	343	6.2	0	34	£44950
82kWh (295) auto Long Range	408	5.9	0	35	£48950
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£52950
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	392	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	347	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	367	4.8	0	50	£86500
89kWh (544) auto 4S	346	3.7	0	50	£95900
105kWh (408) auto Perf Battery+	421	4.8	0	50	£90954
105kWh (544) at 4S Perf Battery+	399	3.7	0	50	£100196
105kWh (884) auto Turbo	391	2.7	0	50	£134100
105kWh (952) auto Turbo S	391	2.4	0	50	£161400
105kWh (1034) auto Turbo GT	344	2.3	0	50	£186300
105kWh (1034) at T GT Weissach	345	2.2	0	50	£186300

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (408) auto	351	4.8	0	50	£87300
89kWh (544) auto 4S	332	3.7	0	50	£96700
105kWh (408) auto Perf Battery+	404	4.8	0	50	£91754
105kWh (544) at 4S Perf Battery+	383	3.7	0	50	£100996
105kWh (884) auto Turbo	377	2.7	0	50	£134800
105kWh (952) auto Turbo S	375	2.4	0	50	£162100

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (435) auto 4	381	4.7	0	50	£96800
105kWh (598) auto 4S	379	3.8	0	50	£100400
105kWh (884) auto Turbo	371	2.8	0	50	£135200
105kWh (952) auto Turbo S	370	2.5	0	50	£162500

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£82500
2.9 V6 (353) auto 4	27.7	5.0	230	50	£85500
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£91000
2.9 V6 (353) auto 4S E-Hybrid	256.8	3.7	24	50	£102100
4.0 V8 (500) auto GTS	256.8	3.8	274	50	£125600
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£145400
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£168700

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£54900
2.0T (265) auto T	28.0	6.2	229	39	£59900
3.0 V6 (380) auto S	25.4	4.8	251	42	£61500
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£73400

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	N/A	£67200
100kWh (408) auto 4	381	5.2	0	N/A	£69800
100kWh (516) auto 4S	377	4.1	0	N/A	£75400
100kWh (639) auto Turbo	367	3.3	0	N/A	£95000

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£76000
4.0 V8TT (474) auto S	22.8	5.0	282	48	£91500
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£106100
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£84800
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£93700
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£139100

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£80100
4.0 V8TT (474) auto S	22.6	4.7	284	50	£96900
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£107700
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£88500
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£98500
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£144500
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£164800

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.0	3.9	230	50	£99800
3.6TT (541) auto Carrera GTS	26.9	3.0	239	50	£132600
3.6TT (541) auto Carrera 4 GTS	26.9	3.0	239	50	£139100
3.7TT (650) auto Turbo 50 Years	23.0	2.7	278	50	£200600
4.0 (525) auto GT3 RS	21.1	3.2	305	50	£192600
4.0 (525) S/T	20.5	3.7	313	50	£231600

GT3 Touring Package: same as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.4	4.1	235	50	£109800
3.6TT (541) auto Carrera GTS	26.4	3.1	243	50	£142600
3.6TT (541) auto Carrera 4 GTS	26.4	3.1	244	50	£149100

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	190	9.0	0	N/A	£22995
40kWh (120) auto Techno	190	9.0	0	N/A	£24995
40kWh (120) auto Iconic Five	190	9.0	0	N/A	£26995
52kWh (150) auto Techno	248	8.0	0	N/A	£26995
52kWh (150) auto Iconic Five	248	8.0	0	N/A	£28995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18395
1.0 TCe (90) Techno	53.3	12.2	119	11	£19995
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£21595
1.6 E-Tech (145) auto Evolution	65.7	9.3	96	15	£21695
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23295
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£24895

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Evolution	285	7.5	0	26	£33995

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno	282	7.5	0	25	£35995
60kWh (220) auto Iconic	281	7.5	0	26	£37995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.1	13.3	135	11	£21395
1.0 TCe (90) Techno	47.9	13.3	134	11	£23095
1.6 E-Tech (145) auto Evolution	61.4	10.6	105	16	£24695
1.6 E-Tech (145) auto Techno	61.4	10.6	104	16	£26395
1.6 E-Tech (145) auto Esprit Alpine	60.1	10.6	105	16	£28095

Arkana - 4568x1821mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) at Evolution	60.1	10.8	105	15	£27395
1.6 E-Tech hyb (145) auto Techno	60.1	10.8	107	16	£29395
1.6 E-Tech hyb (145) at Esprit Alpine	58.9	10.8	110	17	£31695

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 E-Tech hyb (145) auto Techno	61.4	10.6	104	16	£29295
1.6 E-Tech hyb (145) at Techno Alp	61.4	10.6	105	17	£31295
1.6 E-Tech hyb (145) at Iconic Alp	60.1	10.6	106	17	£33295

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (170) auto Techno	260	8.6	0	28	£37495
87kWh (220) auto Techno	379	7.9	0	32	£40995
87kWh (220) auto Esprit Alpine	372	7.9	0	32	£43495
87kWh (220) auto Iconic	369	7.9	0	32	£45495

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	60.1	8.4	105	21	£34695
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	107	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	106	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	403.5	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	N/A	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	N/A	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	N/A	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	N/A	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** 40th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	N/A	£31500
63kWh (204) auto 60 SE L	N/A	N/A	0	N/A	£33350
63kWh (204) auto 60 Edition	N/A	N/A	0	N/A	£34450
63kWh (204) auto 60 SportLine	N/A	N/A	0	N/A	£37400
82kWh (286) auto 85 Edition	360	6.4	0	N/A	£38650
82kWh (286) auto 85 SportLine	360	6.4	0	N/A	£41600

Enyaq - 4649x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50	234	8.8	0	N/A	£36970
55kWh (170) auto 50 Edition	232	8.8	0	N/A	£38585
82kWh (286) auto 85 Edition	358	6.5	0	33	£44540
82kWh (286) at 85x SportLine Plus	328	6.4	0	37	£48605
82kWh (286) auto 85 L&K	351	6.5	0	34	£51340
82kWh (340) auto vRS	337	5.2	0	38	£53120

Enyaq Coupe - 4653x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	364	6.5	0	33	£46440
82kWh (286) at 85x SportLine Plus	333	6.4	0	37	£50305
82kWh (286) auto 85 L&K	355	6.5	0	34	£53240
82kWh (340) auto vRS	341	5.2	0	38	£54820

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	N/A	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	N/A	£47135
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	N/A	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Ignis - 3700x1660mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Dualjet (83) SZ-T	56.9	12.7	112	9	£17949
1.2 Dualjet (83) SZ5	56.9	12.7	112	9	£18949
1.2 Dualjet (83) SZ5 4x4	52.4	12.8	121	9	£19949
1.2 Dualjet (83) auto SZ-T	52.3	12.4	122	9	£18949
1.2 Dualjet (83) auto SZ5	52.3	12.4	122	9	£19949

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Swace - 4655x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (122) at Motion	62.7	9.4	102	20	£29999
1.8 VVT-i Hybrid (122) auto Ultra	62.7	9.4	102	21	£31999

Vitara - 4175x1775mm
Euro NCAP: ★★★★★ **Driver Power:** 21st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) SZ-T	53.2	9.5	120	19	£22449
1.4 Boosterjet (129) SZ5	52.7	9.5	121	19	£24449
1.4 Boosterjet (129) SZ5 4x4	48.3	10.2	132	17	£26249

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 VVT-i Hybrid (115) at Motion	54.3	12.7	118	16	£28449
1.5 VVT-i Hybrid (115) at Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 2nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model S (LHD) - 4970x1964mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) auto AWD	405	3.1	0	50	£95480
100kWh (1020) auto AWD Plaid	390	2.0	0	50	£114930

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

Model X (LHD) - 5037x2271mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (670) at AWD Long Range	348	3.8	0	50	£99930
100kWh (1020) auto AWD Plaid	333	2.5	0	50	£126230

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	N/A	£31849
50kWh (136) auto Design Medium	160	11.2	0	N/A	£36464
50kWh (136) auto Icon Long	160	11.2	0	N/A	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	28	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	N/A	N/A	276	N/A	£74995
2.8 D-4D (204) auto First Edition	N/A	N/A	276	N/A	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 48th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (100) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (100) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (136) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (136) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (136) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Crossland - 4212x1765mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Ultimate	47.9	10.5	134	16	£28205
1.2 Turbo (130) auto Ultimate	46.3	9.9	144	19	£30345

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	N/A	£24705
1.2 Turbo (136) GS	49.5	8.9	129	N/A	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	N/A	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	N/A	£27505
1.2 Hybrid (136) auto Design	58.8	8.2	108	N/A	£27305
1.2 Hybrid (136) auto GS	57.6	8.2	110	N/A	£28505
54kWh (156) Design	249	9.0	0	N/A	£33245
54kWh (156) GS	250	9.0	0	N/A	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Grandland - 4477x1856mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (136) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (213) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.8	15.6	122	1	£20975
1.0 TSI (95) Life	54.4	10.8	118	8	£21915
1.0 TSI (95) R-Line	54.0	10.8	119	11	£24315
1.0 TSI (95) auto Life	52.8	11.5	122	8	£23350
1.0 TSI (95) auto R-Line	52.1	11.5	123	11	£25750
1.0 TSI (115) auto R-Line	52.2	9.8	123	11	£26975
2.0 TSI (207) auto GTI	43.2	6.5	149	23	£30195

Match: add £690 to 1.0 TSI Life
Style: add £2400 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.1	9.9	121	17	£27420
1.5 TSI (115) Match	51.9	9.9	124	17	£27595
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£30660
1.5 TSI (150) Match	51.0	8.6	126	21	£28735
1.5 eTSI (150) auto Match	53.1	8.4	121	22	£30325
1.5 TSI PHEV (204) auto Style	993.3	7.2	6	27	£37135
1.5 TSI PHEV (272) auto GTE	795.6	6.6	8	30	£40300
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£39400
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£42155
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£43895
2.0 TDI (115) Match	63.5	10.2	115	19	£29390
2.0 TDI (150) auto R-Line	60.5	8.0	123	24	£34110

Style: add £1475 to Match
R-Line: add £1435 to Match

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£28820
1.5 eTSI (115) auto Life	53.9	10.3	120	17	£30410
1.5 TSI (150) Life	51.5	8.8	125	21	£29950
1.5 TSI (150) Style	50.2	8.8	128	22	£31610
1.5 eTSI (150) auto Life	53.6	8.6	120	22	£31540
1.5 eTSI (150) auto Style	52.3	8.6	123	23	£33200
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£45295
2.0 TDI (115) Life	64.3	10.5	115	19	£30615
2.0 TDI (150) auto Style	58.8	8.4	126	24	£35005

R-Line: add £500 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58kWh (204) auto Pro Essential	269	7.6	0	26	£35700
58kWh (204) auto Pro Match	268	7.6	0	26	£36560
77kWh (204) auto Pro S Essential	346	8.2	0	26	£39190
77kWh (204) auto Pro S Match	345	8.2	0	28	£40050
79kWh (326) auto GTX Performance	369	5.7	0	34	£45225

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	51.8	9.2	124	25	£38505
1.5 eTSI (150) auto Elegance	51.5	9.2	125	26	£41600
1.5 eTSI (150) auto R-Line	50.0	9.2	129	26	£42850
1.5 TSI PHEV (204) auto Life	755.1	8.1	9	30	£44105
1.5 TSI PHEV (204) auto Elegance	731.1	8.1	9	32	£47200
1.5 TSI PHEV (204) auto R-Line	727.6	8.1	9	32	£48450
1.5 TSI PHEV (272) auto Elegance	723.8	7.1	9	34	£49920
1.5 TSI PHEV (272) auto R-Line	694.6	7.1	9	34	£51170

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	381	6.5	0	N/A	£51550
86kWh (286) auto Pro S Match	436	6.6	0	N/A	£55450
86kWh (340) auto 4MOTION GTX	365	5.4	0	N/A	£61980

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match	373	6.6	0	N/A	£52240
86kWh (286) auto Pro S Match	424	6.7	0	N/A	£56140
86kWh (340) auto 4MOTION GTX	359	5.5	0	N/A	£62670

Touran - 4527x1829mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) SE Family	44.0	8.9	146	18	£37670
1.5 TSI (150) SEL	44.7	8.9	144	18	£38310
1.5 TSI (150) auto SE Family	42.8	8.9	150	18	£38970
1.5 TSI (150) auto SEL	43.6	8.9	148	18	£39610

Match: add £1095 to SE Family
R-Line: add £1480 to SEL

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59035
79kWh (286) auto Style SWB	277	7.6	0	40	£63835
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67435
86kWh (286) auto Life LWB	293	7.9	0	37	£59395
86kWh (286) auto Style LWB	286	7.9	0	40	£64195
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£67795

Six seats: add £150 to SWB
Seven seats: add £150 to LWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£28345
1.5 TSI (116) California SWB	42.2	11.9	153	8	£35683
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£33897
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£37891
2.0 TDI (102) SWB	53.3	13.5	140	9	£30059
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£32927
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£33619
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£36487
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TSI (204) auto Style	31.7	9.0	202	36	£63121
2.0 TSI (204) auto Style Long	31.7	9.0	203	37	£64561
2.0 TDI (150) auto Life	43.8	11.6	169	26	£48375
2.0 TDI (150) auto Style	43.5	11.6	171	30	£59650
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£49815
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£61090

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (177) auto 600 3.5t	26.2	N/A	285	N/A	£82030
2.0 TDI (177) auto 600 3.88t	25.9	N/A	286	N/A	£82690
2.0 TDI (177) auto 680 3.88t	25.9	N/A	287	N/A	£84718

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	50.2	11.3	127	9	£24125
1.0 TSI (95) Match	49.4	11.3	129	9	£24300
1.0 TSI (115) Life	51.8	10.1	124	10	£24970
1.0 TSI (115) Match	51.0	10.1	126	10	£25145
1.0 TSI (115) Style	50.8	10.1	127	10	£27780
1.0 TSI (115) R-Line	51.0	10.1	126	10	£28715
1.0 TSI (115) auto Life	49.7	10.3	130	10	£26580
1.0 TSI (115) auto Match	48.9	10.3	132	10	£26805
1.0 TSI (115) auto Style	48.9	10.3	132	10	£29440
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£30370
1.5 TSI (150) auto Style	47.1	8.4	136	16	£30890
1.5 TSI (150) auto R-Line	47.2	8.4	136	16	£31825

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.8	11.1	123	12	£24520
1.0 TSI (95) Match	50.9	11.1	125	12	£24695
1.0 TSI (115) Life	53.4	9.9	120	14	£25355
1.0 TSI (115) Match	52.5	9.9	123	14	£25530
1.0 TSI (115) Style	52.6	9.9	122	14	£28295
1.0 TSI (115) R-Line	52.3	9.9	123	14	£29250
1.0 TSI (115) auto Life	51.1	10.2	126	14	£26950
1.0 TSI (115) auto Match	50.3	10.2	128	14	£27125
1.0 TSI (115) auto Style	50.4	10.2	128	14	£29890
1.0 TSI (115) auto R-Line	50.4	10.2	128	14	£30845
1.5 TSI (150) auto Style	48.7	8.2	132	22	£31420
1.5 TSI (150) auto R-Line	48.6	8.2	132	22	£32340

Black Edition: add £490 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£28430
1.0 TSI (115) Style	48.8	10.1	132	18	£31320
1.5 TSI (150) Life	47.3	8.4	136	17	£30000
1.5 TSI (150) Style	47.4	8.4	136	17	£32890
1.5 TSI (150) auto Life	46.8	8.3	138	18	£31740
1.5 TSI (150) auto Style	46.8	8.3	137	18	£34630
2.0 TSI (190) auto 4MOTION Style	38.7	6.8	166	24	£37860
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£43000
2.0 TDI (115) Life	58.9	10.7	126	15	£31345
2.0 TDI (115) Style	59.0	10.7	126	15	£34235
2.0 TDI (150) auto Style	56.5	8.8	131	19	£37330
2.0 TDI (150) auto 4MOTION Style	50.6	8.6	146	19	£38640

Match: add £175 to Life (not 2.0 TDI)
R-Line: add £1615 to Style (not 1.0 TSI/2.0 TDI 115)

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£34550
1.5 TSI (150) Style	45.2	10.0	142	19	£36060
1.5 TSI (150) R-Line	45.5	10.0	141	19	£38660
1.5 TSI (150) auto Style	44.9	9.4	143	20	£37755
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£40355

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	349	6.7	0	29	£44360
77kWh (286) auto 4MOTION Match	326	6.6	0	33	£46080
77kWh (340) auto 4MOTION GTX	321	5.4	0	34	£54205

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Match	344	6.7	0	N/A	£45860
77kWh (340) auto 4MOTION GTX	329	5.4	0	N/A	£55705

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Tiguan	46.3	10.6	139	18	£34075
1.5 TSI (130) auto Life	45.7	10.6	141	18	£35920
1.5 TSI (150) auto Life	45.3	9.1	142	21	£36720
1.5 TSI (150) auto Elegance	45.3	9.1	142	22	£39290
1.5 TSI (150) auto R-Line	43.7	9.1	147	22	£39695
1.5 TSI PHEV (204) auto Life	707.0	8.2	9	27	£42525
1.5 TSI PHEV (204) auto Elegance	714.5	8.2	9	28	£45095
1.5 TSI PHEV (204) auto R-Line	646.5	8.2	10	28	£45500
1.5 TSI PHEV (272) auto R-Line	672.8	7.2	11	31	£48220
2.0 TSI (265) auto 4MOTION R-Line	33.2	5.9	193	N/A	£47540
2.0 TDI (150) auto Life	52.2	9.4	142	22	£37920
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£40490
2.0 TDI (150) auto R-Line	51.1	9.4	145	23	£40895

Match: add £175 to Life

Tiguan Allspace - 4701x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) Life	42.2	10.3	153	18	£36955
1.5 TSI (150) auto Life	41.2	9.6	156	20	£38580
1.5 TSI (150) auto Elegance	38.8	9.6	166	21	£42060
2.0 TSI (190) auto 4MOT Elegance	34.0	7.7	189	28	£45665
2.0 TSI (245) auto 4MOTION R-Line	32.0	6.2	201	N/A	£49410
2.0 TDI (150) auto Life	49.0	9.8	151	21	£41125
2.0 TDI (150) auto Elegance	46.4	9.8	160	23	£44605
2.0 TDI (193) auto 4MOTION R-Line	41.2	7.8	180	29	£48885

R-Line: add £515 to Elegance

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	126.2	5.9	51	47	£69150
3.0 V6 TSI PHV (462) auto 4MOT R	121.0	5.2	53	49	£80710
3.0 V6 TDI (286) auto 4MOT Black Ed	34.3	6.4	215	45	£70745

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£42114
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£43722
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£52560
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£55650
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£58434
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£59418

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43370
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48070
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£50935
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57635

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62280
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70780

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£32850
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35150
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37050
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39850
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43350
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42350
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45850

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52555
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54305
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58355
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57805
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61855
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£45955
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52555
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£47705
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54305
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58355
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57805
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61855
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59555
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63105

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36310
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£39810
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45220
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£40960
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£45220

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	35.7	6.5	175	34	£47615
2.0 B5 (250) auto Plus AWD	35.7	6.5	176	34	£52340
2.0 B5 (250) auto Ultra AWD	35.7	6.5	179	34	£61620
2.0 T6 PHEV (350) auto Core AWD	282.1	5.4	24	22	£56030
2.0 T6 PHEV (350) auto Plus AWD	282.1	5.4	23	22	£60055
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68385

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	N/A	£63790
2.0 B5 (250) auto Plus AWD	32.8	7.3	196	N/A	£68790
2.0 B6 (250) auto Ultra AWD	32.8	7.3	200	N/A	£75290
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	N/A	£72650
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	N/A	£77650
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	N/A	£84150

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (408) auto Twin AWD	364	5.7	0	50	£96255
111kWh (517) at Twin Perf AWD	360	4.7	0	50	£100555

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

IN the market for a new car? Then prepare to be spoiled for choice like never before in 2025.

As ever, several long-established, household-name manufacturers will be offering first-generation models featuring cutting-edge designs you've not seen in the flesh before. And at the same time, a seemingly endless stream of less familiar Chinese firms will do exactly the same with their newest, freshest products. How's that for an added bonus, courtesy of the world's largest car-producing nation?

But although this influx of newly conceived models from all corners of the globe is great for consumer freedom and choice, it's my job to remind you that newest and freshest doesn't necessarily mean best.

I therefore encourage you not to ignore fine cars that were launched years ago, but are still available new today. And as bonkers as this may sound, don't rule out two models that were born in 1975, have remained in production ever since and continue to sell in 2025 – because they're still such sound, appropriately priced cars for the real world.

I'm talking about the Volkswagen Polo and BMW 3 Series. Both celebrate their 50th birthdays this year. And both deserve and earn Best Car of The Half Century status.

They're tried and tested – and then some. They remain credible and attractive. Starting prices for the current sixth-generation Polo (at sub-£20k) and the seventh-gen 3 Series (a smidge more than £40k) are reasonable by 2025 standards.

Their strongest long-term competitors came and went, but usually died. Between them, the Polo and 3 Series have been bought by tens of millions, me included! And whether I've owned and run them as personal cars or recommended them to family members or friends, they've always been right for real-world motoring.

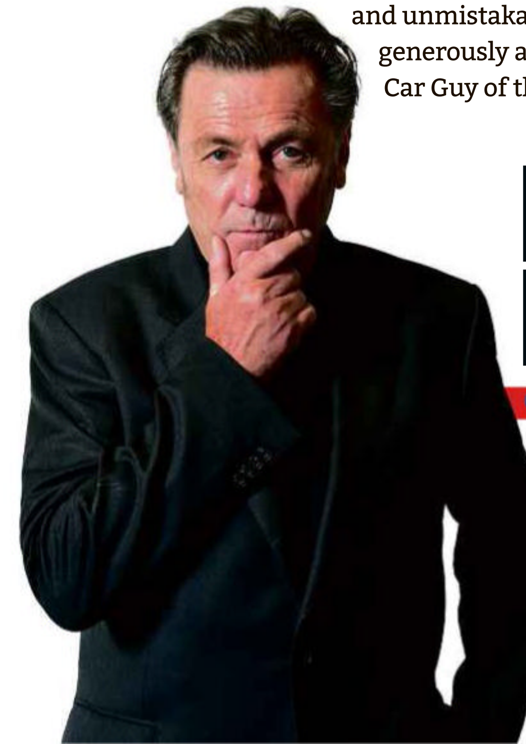
But it's not just those two cars that deserve credit for their achievements over the past 50 years. I also have to acknowledge and pay tribute to the unassuming, visionary, wickedly witty, truly great Osamu Suzuki, who was Senior Managing Director at Suzuki's world HQ in the mid-seventies, before going on to run the company.

After a long, happy, productive and proud life, Osamu peacefully passed away over the Christmas/New Year period, just a few days before his 95th birthday.

RIP Mr Suzuki. You were the father of The Motoring Hall of Fame house. More importantly, you championed high-quality, award-winning small cars for buyers who had only a limited budget to spend.

Thank you for the time, wicked humour, supreme wisdom and unmistakably Japanese humility you personally and generously afforded me when we met in Tokyo. The Best Car Guy of the Half Century? I think so.

> **"FROM 1975 TO 2025, VW AND BMW HAVE MADE THE TWO BEST CARS FOR THE REAL WORLD IN THE POLO AND 3 SERIES, WHILE JAPAN BLESSED US WITH THE BEST CAR GUY"**



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Maximum range on a full charge for a CUPRA Tavascan is 298.9 - 353.6 miles (official test WLTP figures) depending on the trim. Official fuel consumption for the Tavascan mpg (litres/100km) combined: N/A. Combined CO_2 emissions: 0g/km. Test data obtained under standardised conditions after the battery had been fully charged (to 100%). The Tavascan is a battery electric vehicle requiring mains electricity for charging. Figures shown are for comparability purposes and may vary by trim. Only compare fuel consumption, CO_2 and electric range figures with other vehicles tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the starting charge of the battery, accessories fitted (post-registration), variations in weather, driving styles, route conditions, speed, vehicle and battery age and vehicle load. Zero emissions while driving. Data correct at December 2024.